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MAY 1983 $1.75

RAILFAN

RAILFAN® & RAILROAD

48760

Beginning in this issue:

Charles Kuralt

"EXPLORING AMERICA: A Passage by Rail"

RONALD N. JOHNSON

0 71896 48760 05

KODACHROME BOB LAMBRECHT

ESCANABA & LAKE SUPERIOR has repainted its ex-MN/ex-SCL Baldwin RS12 300 into its "new" classic Great Northern colors; 300 made its public debut on a shippers' special shown here between Channing and Wells, Mi., on November 21, 1982. The passenger consist was a BN heater car and diner, C&NW lounge, three Amtrak 10-6 sleepers and an E&LS boxcar with HEP unit.

Railnews

KODACHROME DICK CAMPBELL

MAGMA ARIZONA has dressed its rare Baldwin dynamic-brake-equipped ex-Medford S8 No. 8 in striking new colors, shown here on July 28, 1982, near Superior, Az., with ex-McCloud River DRS66-1500 No. 10.

KODACHROME ROGER DURFEE

KODACHROME LON COONE

OLD AUGUSTA R.R. is a new 2½-mile paper mill line connecting with ICG's old B&HS at New Augusta, Miss. Their ex-Conrail 100 was on P&LE at McKees Rocks, Pa., on October 2. **SPENO RAIL SERVICE** modified its "F38H" units (R&R July '82) by moving windshields forward and adding new pilot. Units propel and power $6.5 million computerized rail grinding train.

INSTANT COLLECTORS ITEMS will be any Seaboard System units with sublettering for the individual railroads, such as Western of Alabama 4979 (originally SCL 715) photographed at Atlanta on December 14, 1982. Once the Seaboard System became "official" on January 1, initials were to be removed from all units in any pre-SBD scheme, but the SBD units repainted before then had to have the initials temporarily applied. About a dozen units got the treatment.

KODACHROME JOE STEVENSON

"JOANN" is the nickname for Akron & Barberton Belt's new SW1500 1501 (ex-CR 9601, nee-Indianapolis Union 23) in new colors on December 30, 1982. A&BB also got CR 9602/IU 24 to replace leased ex-ITC N&W switchers 1205 and 1210 last October (R&R Nov. '82).

KODACHROME DOUG EDWARDS

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From the Publisher's desk: 50 years of publishing

As I would hope most of you are aware, the flagship magazine of Carstens Publications is RAILROAD MODEL CRAFTSMAN, which is celebrating its 50th year with the March 1983 issue. Back in March 1933 the very first issue of MODEL CRAFTSMAN (the RAILROAD part of the name came later) made its appearance on newsstands around the country. Emanuele Stieri was its editor and founder. He was a veteran writer of how-to topics, and it was his conviction that a how-to magazine was sorely needed by the American people in those Depression days. While the first issue included crafts and a variety of other hobbies, model railroading immediately took an important role, and within a few years the bulk of the content was devoted to that topic. The switch to an all-model-railroad format came in 1948.

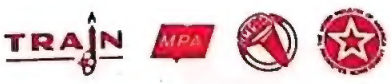
Real railroading also played a role in those early years, and good prototype features were sprinkled through its pages, usually with a slant that would make the material more useful to the modeler. Edwin P. Alexander was a frequent contributor, as were Jeffrey Winslow and many others.

Charles A. Penn joined the staff the first year and quickly became publisher and president, a post he held for many years. In 1936 Penn started the short-lived *Railroad & Model News*, which dealt mainly with the prototype. (Our files contain R&MN Nos. 1, 2 and 4. Historian Louis H. Hertz, who was on the staff a few years later, could never find any information on the missing third issue, and we suspect it was never published. Copies of the three remaining issues are today extremely rare.)

With the advent of the 1939 New York World Fair, Penn issued a series of railroad postcards featuring many of the early locomotives. These are also very rare today. They were published under the Penn Publications trade name, predecessor of Carstens Publications Inc. Among authors who wrote for Penn was B&O's Larry Sagle.

Most die-hard model railroaders became too involved in modeling itself to be too deeply involved with railfanning as their prime hobby, but many readers of R&R have some interest in modeling, and most modelers enjoy watching trains go by the depot. Railfans whose main hobby interests center around photography, train chasing and collecting railroadiana find that ready-to-run HO, N or O scale models can be a fascinating part of their hobby. It's also interesting to observe that those railfans who do model are often some of the best modelers, because their knowledge of real railroading is usually reflected in their miniature creations—and today's high-quality brass and plastic off-the-shelf equipment and pre-fab track and switches can permit the railfan to do a respectable job of modeling without devoting all of his hobby efforts in painstaking and time-consuming hand craftsmanship. Model railroading has come a long way since the first circle of track under the Christmas tree.

Today, RAILFAN & RAILROAD's Editor Jim Boyd is an active HO modeler who also contributes photos and articles to RMC, and the modeler's viewpoint is often subtly expressed in R&R's selection of photos and feature material. After 50 years, it's satisfying to see "railfan-modeler" becoming a frequently hyphenated description rather than mutually-exclusive terms.



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cover

A former-CNR 0-6-0 rides a former-B&M turntable at North Conway, New Hampshire, in front of the incredible Russian-style depot whose presence and preservation led to the creation of the Conway Scenic Railroad. Ron Johnson explores the history and contemporary operations of this gem of the White Mountains. Kodachrome by Ron Johnson.

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Fanmail

More on the PAs

I saw the letters under "Save the PAs" in your January issue. I have never seen a PA before, and since the PA is my favorite diesel locomotive, I would really like to see more than just old photos and hear glowing descriptions of what others have seen. I've never seen an SP GS4 pulling a *Daylight*, or a Challenger battling up Sherman Hill or a PA on the *Laurentian* or *Texas Chief*. Of the three, it's ironic that the PA is likely to be the most difficult to relive.

At only 14 years of age, I've not much money to donate, but I will gratefully lend my support to anyone who will save a PA so that I can someday see one, too.

ERIC HOPP
Des Moines, Iowa

✏ *The recent publicity on the plight of the PAs has led to the forming of the "Alco PA Society," a non-profit organization dedicated to the preservation of as many of the ex-D&H PAs as possible. Contributing membership of $10 per year will get you a quarterly newsletter, membership card and membership directory. Their address is Alco PA Society, P.O. Box 168, West Chicago, IL 60185. See* MARKERS *for more about this*—J.B.

"Thanks, Dad" memories

Reclining in a Superliner by Amtrak I was finishing the January 1983 issue enroute to Thanksgiving dinner in Eugene, Oregon. The article "Thanks, Dad" really struck home.

You see, I was a young pastor in Chicago with no dollars to spare in the early '60s. Two young members of my church introduced me to the Illini Railroad Club excursions. My first was a doubleheader with 4960 and 5632 from Chicago to Savanna, Ill., in the early spring of 1962. After that I saved all the spare pennies and squirreled away wedding honorariums (and a few funeral ones too!) for tickets to introduce my three children to the glories of steam on the "Q."

Then I came to the paragraph about the Burlington's Farewell to Steam trip. For a fellow who also shot a Rockford airport sunset and rode many of the "Q" trips, you overlooked a mistake of fact. My ticket stub reads *July* 17, 1966, and is overstamped "Last CB&Q steam trip". Also, that trip featured 2-8-2 4960, not the 4-8-4 5632. A week or so after the trip I took my kids camping in Wisconsin. Just before purchasing tickets to see the Circus World Museum in Baraboo (I had heard the 4960 had arrived) someone in line remarked that she was at North Freedom because Museum rail was too light to carry her. Need I say where Dad took the kids? She was still warm, having arrived the day before under her own steam.

Aside from the inaccuracy of date, the Petersons well depicted the emotions and commitment to share of more than one dad! In fact, their error allowed me the opportunity to relive that hot day in *July* and expound a bit. What more than an error to trigger a sermon?

ROGER H. FERRIS
Seattle, Wash.

✏ *Your're right about that date; in a follow-up letter, the Petersons noted their error. I didn't check the date, thinking that they were referring to the last run of 5632 (a date, now that I think of it, that must have been in 1965, although it would take more time than I've got right now to pin it down any closer than that). I described that last run of 4960 myself on page 37 of the September '82 issue as part of the B&NW coverage*—J.B.

Auto-Train diesels

With all of the talk about the Auto-Train passenger cars and their adventures on the Susquehanna, does anyone know where the A-T U36B diesels went?

FRANK M. KLOCK
Solvay, N.Y.

✏ *While I can't be sure it accounts for all of them, the majority of the A-T U36Bs are residing in generally deplorable condition on the C&NW at Oelwein, Iowa*—J.B.

January corrections

There are two corrections to the January 1983 issue I want to point out.

First, the ICG m.u. commuter cars scrapped in Birmingham (TRANSIT CURRENTS, page 48, "News From Chicago") were scrapped out by Jefferson Iron & Metal Company and not the "Birmingham Scrap & Metal Company." Interestingly, Jefferson Iron & Metal scrapped most of the ICG's suburban fleet and have two cars left, a motor and trailer set. The firm would be happy to sell them to a museum, but the cars are in fairly well vandalized shape.

Second, Jim Panza's article, "The Original Wabash Valley," page 31, implies that the Columbus & Greenville is a part of the Trans-Action Associates organization. Wrong! Trans-Action was a consultant to the C&G and Craig Burroughs was the C&G's president for a while, but there is *absolutely no connection* between Trans-Action and the Columbus & Greenville today. The C&G is owned and operated primarily by Mississippians.

ALTON B. LANIER
Memphis, Tenn.

Wabash Valley beginnings

I very much enjoyed the Wabash Valley story in the January '83 issue of R&R. The portion on the "original" Wabash Valley was not quite correct, though, since the original Wabash Valley was in fact the Vermont Northern Railroad. MK was in the process of closing its Vermont operation when the Wabash Valley opportunity came along. They in effect moved the Vermont Northern to Illinois, changing the name of the corporation on the way. WV operated under the same Nevada incorporation as VNOR had. Along

Railfanning is:

Not knowing whether to cry or cheer over the news of Amtrak replacing the *Rio Grande Zephyr*. ✏

with the charter, they took their management people, and, as you mention, several engines and their box car per diem leases.

EDWARD A. LEWIS
Morrisville, Vermont

Decapod artifacts stolen

The Westinghouse Air Brake Company of Wilmerding, Pa., has donated engine 4483, the last Pennsylvania Railroad I-1sa 2-10-0, and the former Pennsy office car *Ohio* to the Western New York Railway Historical Society. The locomotive and car are now displayed on the Buffalo Southern Railroad in Hamburg, New York. Our goal is to put 4483 in working order as soon as possible. Restoration will be initiated after detailed inspections and boiler tests have been completed.

In the meantime the Society is trying to locate several parts which were removed from the engine and car without authorization during the last several months. Among the missing collectibles are the bell, tender marker lamps, whistle, steam pressure gauges, locomotive gauge lamp, office car speedometer and locomotive builder's plate (Baldwin Locomotive Works c/n 56543). Also missing is one Timken journal box cover and lubricator from the *Ohio*. Many of these parts are numbered 4483.

The following mechanical parts were also removed from the engine at Wilmerding on or about November 6-7, 1982: one side rod retainer cap and nut, one union link rod with pins attachment collar and retaining nuts, one air pump lubricator and grease cellar parts and pins.

We solicit the assistance of the railfan community in recovering or replacing these items. If, after a reasonable period of time has elapsed, we do not recover the parts, we will bring the appropriate law enforcement agencies into the investigation.

People with information about the parts or with an interest in the 4483 should contact the Society at Box 416, Buffalo, NY 14221, or at 716/836-6636.

HUGH T. GUILLAUME
Vice President, WNYRHS

Prairie Central

I hate to tell you this, but you made a booboo in your Prairie Central RAILNEWS piece. PACY owns *three* ex-Conrail U25Bs, not two as you noted; 2606 is also one of their engines. I talked to them last week, and they say that they have no immediate plans to paint any of their units. They are also leasing Conrail Geeps 7300 and 7302.

ALLEN RIDER
Decatur, Ill.

UP Challengers

Regarding your comment about UP renumbering of 4-6+6-4s in the January '82 R&R review of Kratville's Challenger book, you'll find this shown both ways in my *Articulated Steam Locomotives of North America*, pages 115, 116 and 118. It's a pretty complete and accurate reference for all kinds of articulateds, including the UP's.

ROBERT A. LeMASSENA
Denver, Colo.

Challenger cover

Congratulations on your excellent cover shot of UP's 3985. It has to rank among the finest I've seen. Would you be so kind as to tell me what camera and film were used?

CHARLIE KILBOURNE
Upper Marlboro, Md.

Among the thousands of color photos of engines I've seen, that of UP's 3985 on your January '83 cover is the finest in terms of brightness of color and sharpness of shadow lines—and all this in spite of its being a bit grainy!

Please pass along the secret of getting a color picture to come out so incredibly bright and contrasty and in what steps it was done: type of film, exposure, developing and printing photo, printing the cover, or whatever.

Thanks and keep up the good work; I'm a highly pleased subscriber.

WAYNE CLARK
Bedford, Ind.

Mike Eagleson was surprised at the commotion his cover photo caused. "It was just an ordinary runpast shot," he observed. I think the impact of the photo was derived from its proper exposure and the interesting angle of the light—note that the engine is almost backlighted, with the sun just grazing the front and accenting the piping, boiler jacket and small details with tiny shadows on their front sides. The running gear is brightly lighted against the dark underside shadows. It's that repeating light-against-dark the brings out the detail. Of course, Mike had the exposure just perfect. He used a 1970-vintage Nikon FTN camera with 35mm Kodachrome 25 film through a 50mm f1.2 normal lens shooting 1/500th of a second about f4. What Wayne Clark identifies as grain is actually the four-color halftone pattern—the Kodachrome 25 original transparency was virtually grainless. The four-color cover separation was made on the state-of-the-art Dai-Nippon laser scanner which was first used on an R&R cover for the September 1982 issue and is of the same general type that has been used for our "inside" color since the May 1979 issue. Incidentally, that type of laser scanner is also used to make fine black & white halftones off color slides (examples in that January issue are the 3985 on page 41 and the WVRR units atop page 28), although we prefer to use it only when absolutely necessary due to its much higher cost than working with a b&w original—J.B.

Royal Hudson 2839

Your January 1983 RAILNEWS stated that Royal Hudson 2839 has been restored by the Wilmington & Western Railroad. That is not completely correct. The 2839 was given minor repairs and boiler re-certification by personnel of the Atlantic Central Steam Company, part owners of the 2839, at the Wilmington & Western facilities at Marshallton, Delaware. The 2839 is available for main line excursion trips by contacting any Atlantic Central Steam Company board member, such as myself.

GARY A. SCHLOSSER
3724 Hamilton St.
Allentown, PA 18104

Discount camera stores

Regarding the CAMERA BAG in the January 1983 issue, I would like to make a few points about New York discount camera shops and accessory lenses in general. Being employed in the camera department of a store in Akron, I have had occasion to talk with the local Nikon rep, and he told me that the reason the New York shops sell photo equipment so cheap is that about 85-90% of it is what is known as "gray market" merchandise. That is, it is not imported directly from the manufacturer, but through a third country, such as Canada or Great Britain, in order to take ad-

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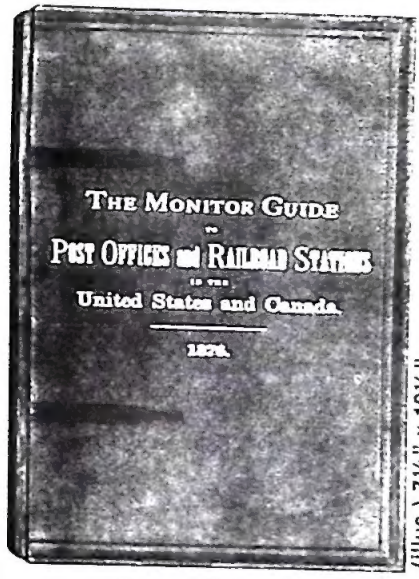

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vantage of currency differences. Nikon keeps careful computer records of the serial numbers of every piece of equipment they import into the U.S. and will *not* honor a manufacturers warranty on any piece that was brought into the U.S. in that way. What will happen if you send a camera or other piece bought from a discount house that got it from the "gray market?" The Nikon rep said it would be set aside and they might get around to fixing it in six to nine months! Apparently, Nikon is very picky about this sort of thing, because I have talked to people who have bought other makes of cameras from the discount houses and had no trouble getting them fixed.

Now, about the accessory lenses. While there are many excellent accessory lenses on the market, such as the Vivitar you bought, the Nikon rep had a warning about some of them. Many of them cannot keep up with a motor drive. The lens aperture opens up and stops down for every picture, and if the lens is not designed to keep up with a motor, then the aperture may not have time to stop down completely on every picture. This is especially bad if the camera is being driven at top speed on a slower shutter speed, such as 1/125 or 1/60 of a second. You could very easily get a different aperture setting on every picture and none of them right! Most motor winders such as Canon's amateur model only run at 1.5 f.p.s., so it might not be noticeable. But on the Nikon MD-12 (3.2 f.p.s.) for the FE, FM and FM2; and the MD-4 (6 f.p.s.) for the F-3, it certainly would be.

PAUL WOODRING
Stow, Ohio

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORFOLK SOUTHERN, 1983 excursions. The following listings indicate: **Date,** locomotive, route and (sponsoring organizations). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 750 is Savannah & Atlanta 4-6-2, FP7s are green and gold SR diesels.

April 8, 611 school trip, no outside passengers, Roanoke to Norfolk one way; **April 9,** 611 Norfolk-Petersburg and return (VOA); **April 10,** 611 Norfolk-Petersburg and return, N&W employees only; **April 16,** Richmond to Roanoke and return with 611 westbound only Burkeville to Roanoke and diesels on the rest (ODC); **April 23,** 611 two trips Roanoke-Walton and return (RTM); **April 24,** diesels Roanoke-Martinsville and return (RTM); **April 30,** 611 one way Roanoke-Salisbury; **May 1,** 611, Salisbury-Atlanta one way (sponsor undetermined); **April 30-May 1,** 750 Chattanooga-Birmingham and return each day (TVRM).

May 7, 611 Atlanta-Chattanooga and return (ACN); **May 8 and 14,** 611 Atlanta-Toccoa and return (ACN); **May 15,** 611 Atlanta-Chattanooga and return (ACN); **May 21-22,** 750 Memphis-Iuka and return each day (SJI); **May 28-29,** 750 Huntsville-Chattanooga and return each day (NARC).

June 4-5, 750 Knoxville-Middlesboro and return each day (OSC); **June 4-5,** 611 Birmingham-Chattanooga and return each day (HOD); **June 11-12 and 18-19,** trips anticipated but not available at presstime; **June 25-26 and July 2,** 750 Alexandria-Front Royal and return each day (WAC/CRRE).

July 3,9-10, 611 Alexandria-Charlottesville and return each day (WAC/CRRE); **July 17,** 611 and 750 Alexandria to Richmond one way on RF&P (WAC/CRRE); **NRHS NATIONAL CONVENTION: July 21,** 611 Richmond-Balcony Falls and return on C&O; **July 22,** FP7s Richmond-West Point and return; **July 23,** 750 Richmond-Keyesville and return; **July 24** 611 Richmond on SCL to Petersburg and N&W to Norfolk and return (all convention trips ODC). **July 25-28,** 611 ferry move Richmond to Chicago on NYW (RCN); **July 30-31,** 611 Chicago-Ft. Wayne and return each day (20thCRC); **August 6-7,** 611 Chicago-Decatur and return each day (20thCRC).

A FULL schedule of trips are being developed for late summer and fall 1983; see July TIMETABLE.

The sponsoring organizations are: (VOA) Virginia Opera Assn., 261 W. Bute St., Norfolk, VA 23510; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (RTM) Roanoke Transportation Museum, 802 Wiley Dr. S.W., Roanoke, VA 24015; (TVRM) Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406; (ACN) Atlanta Chapter NRHS, P.O. Box 87246, College Park, GA 30337; (SJI) Sentimental Journeys Inc., P.O. Box 17672, Memphis, TN 38117; (NARC) North Alabama Railroad Club, P.O. Box 4163, Huntsville, AL 35802; (OSC) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (WAC/CRRE) Washington Area Chapters NRHS and Chesapeake Division RRE, P.O. Box 456, Laurel, MD 20810; (RCN) Roanoke Chapter NRHS, P.O. Box 1322, Roanoke, VA 24032; and (20thCRC) 20th Century Railroad Club, P.O. Box A3258, Chicago, IL 60690.

NOTE: Other trips are being on N&W and SR lines using Nickel Plate 2-8-4 765 but are not a part of the formal Norfolk Southern steam program; see individual listings for 765 trips.

AMORY, MISSISSIPPI, April 7-10. "Amory Railroad Festival" featuring rail displays, train rides, parade, children's fishing rodeo, horse show, antique autos and a whole town full of fun. Contact: Amory Railroad Festival, P.O. Box 128, Amory, MS 38821.

NORFOLK, VIRGINIA, April 9. N&W 4-8-4 611 will power the "Virginia Opera Springtime Express" from Norfolk to Petersburg and return as a fundraising event for the Virginia Opera. Departs Norfolk 10:00 a.m., two hour stopover in "Old Towne" Petersburg, returning to Norfolk at 4:00 p.m. Fare is $50, including provided gormet lunch. Special First Class Car: $100 roundtrip. Contact: Virginia Opera Association Box Office for VISA or MasterCard, 804/627-9545; or by check to Virginia Opera Springtime Express, 261 W. Bute St., Norfolk, VA 23510.

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ORDYCE, ARKANSAS, April 18-24. "Fordyce on the Cotn Belt Festival" with railroadiana show, rides on Fordyce & inceton R.R., antique model train displays, Jim Ed Brown ncert, country arts & crafts fair and fun run. Contact: Forrce Chamber of Commerce, Box 588, Fordyce, AR 71742.

ENISON, TEXAS, April 22-23. Katy Railroad Historical Soeety Spring Meeting. Contact: Jim O'Brien, 118 Loy Dr., enison, TX 75020

LMSTED FALLS, OHIO, May 7-8. "Trolleymen's Meet" osted by Northern Ohio Railway Museum. Saturday minieea market and movie show, 6:00 to 11:00 p.m. at All Saints utheran Church, 7230 Columbia Road, Olmsted Falls, adnission $2 adults, $1 kids, $4 family maximum (tables $5). unday, six-hour excursion over RTA's east side lines featurng new Breda LRVs to Windermere and veteran car #12 on hhaker lines; leaves CUT at 10:00 a.m. EDT. Tour of new entral Rail Facilities is planned, as are many photo stops, unbys and high speed operation. Fares are $15 adults, $10 ilds under 12. Contact: Al Shade, Northern Ohio Railway Museum, P.O. Box 29265, Cleveland, OH 44129, 216/234-9972.

TOLEDO, OHIO, May 14-15. Nickel Plate 2-8-4 765 will run ound trip each day Toledo to Bellevue, Ohio, and return on ild W&LE line of N&W. Stops at Oak Harbor and Fremont, hoto runbys and visit to Mad River Museum at Bellevue. Round trip fares: $23 adults, $15 children (group rate 30 or more on one ticket $20 and $12 respectively). Special oneway fares between all points. Both open and closed window equipment plus special First Class Pullman fares. Contact (send large SSAE) Mad River & NKP RR Society, P.O. Box 412, Bellevue, OH 44811.

CASS, WEST VIRGINIA, May 20-22. Cass Railfan Weekend with special geared locomotive operations on Bald Knob and Durbin lines plus night photo session. For full details send SSAE to: Cass Scenic Railroad, Box 75, Cass, WV 24927. Weekend ticket $35.

BREWSTER, OHIO, May 21-22. Nickel Plate 2-8-4 765 will run Brewster to Toledo, Ohio, and return each day on old W&LE line of N&W. For fares and details, contact: Orrville Railroad Heritage Committee, P.O. Box 31, Orrville, OH 444667.

ROCKFORD, MICHIGAN, May 21. Michigan Northern Railroad excursion retraces the route of the "Fisherman's Special" on the old GR&I hosted by the West Michigan Railroad Historical Society. Depart Rockford 9:00 a.m. EDT for Reed City, with arrival back at Rockford approx. 5:00 p.m. Fare $18. Contact: (send SSAE) WMRHS, P.O. Box 2811, Grand Rapids, MI 49501.

ARCADE, NEW YORK, May 21. Third Annual Railfans Day at the Arcade & Attica R.R. hosted by Western New York Railway Historical Society with special train powered by 4-6-0 14 to run freight-only trackage including remnant of Buffalo & Susquehanna; photo runs and shop tour. Contact: WNYRHS-A&A Trip, Box 416, Buffalo, NY 14221; 716/691-3585 or 693-8512.

PEORIA/PEKIN, ILLINOIS, May 21-22. C&NW Historical Society Convention with movies, slides, contest, speakers and tours. Contact: William F. Stauss, 9314 Highway 19, Mazomanie, IL 53560.

CHICAGO, ILLINOIS, May 27-30. "CERA's 45th Anniversary Weekend" of special activities for the traction fan with programs on the North Shore, South Shore, CTA and museums. Send for free brochure for details from: Central Electric Railfan's Association, P.O. Box 503, Chicago, IL 60690.

DENVER, COLORADO, May 29. Union Pacific Challenger 3985 will power a main line all-day excursion, 290-mile Denver to Laramie and return, with 3985 over Sherman Hill and diesel power on Colorado portion of the route. Photo runs are planned en route. Fare is $75. For a flyer please write: Rocky Mountain Club, P.O. Box 2391, Dept. K, Denver, CO 80201. SSAE appreciated.

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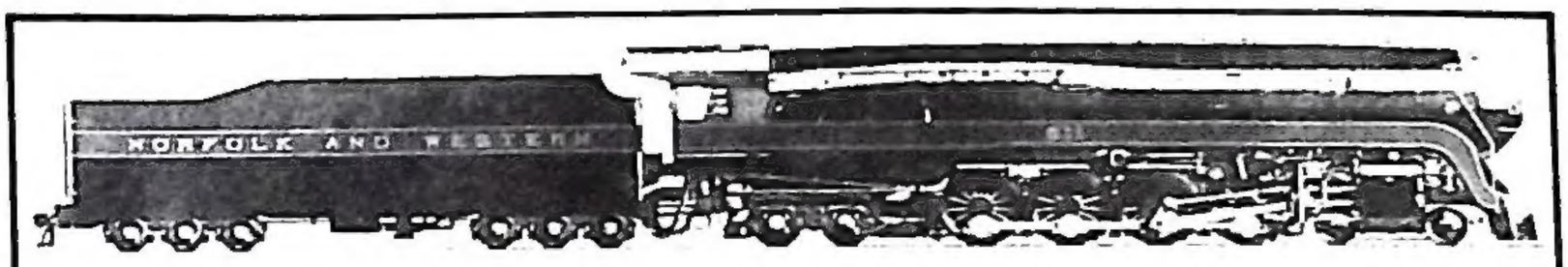

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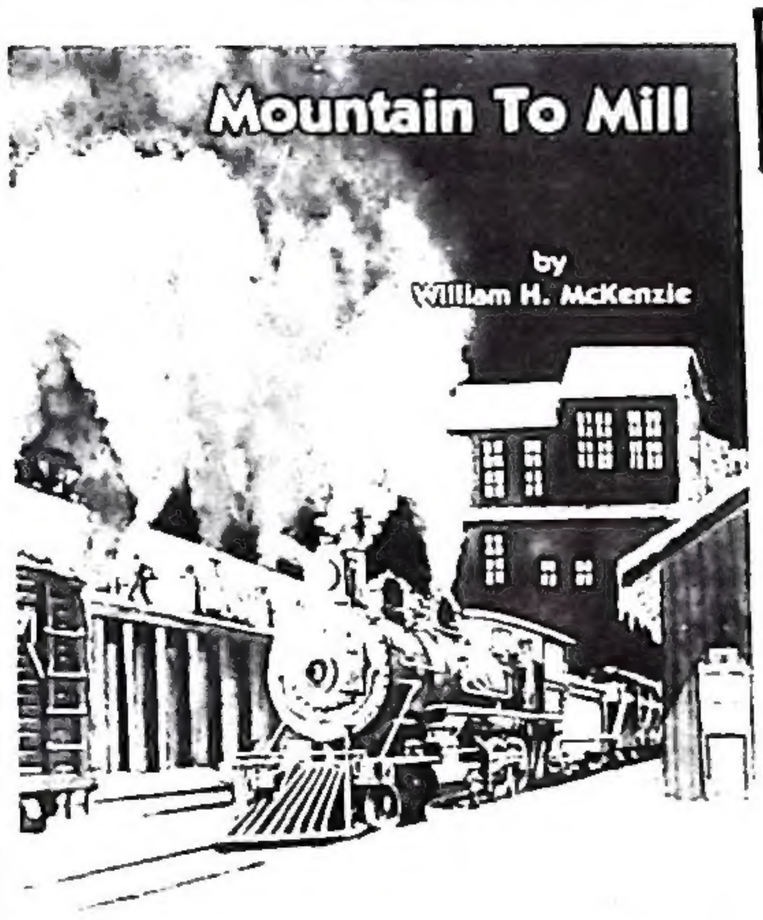

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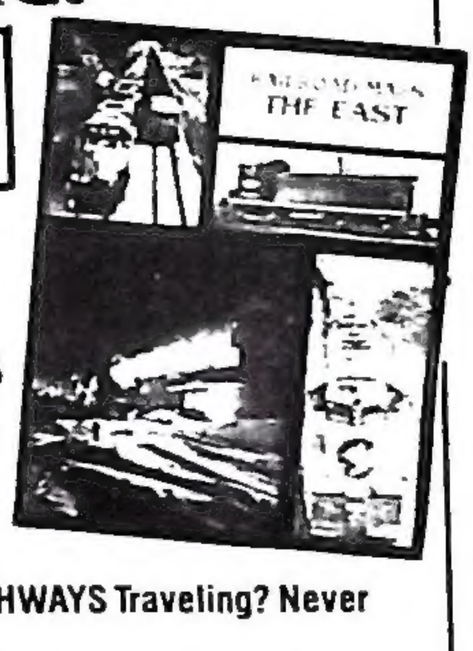

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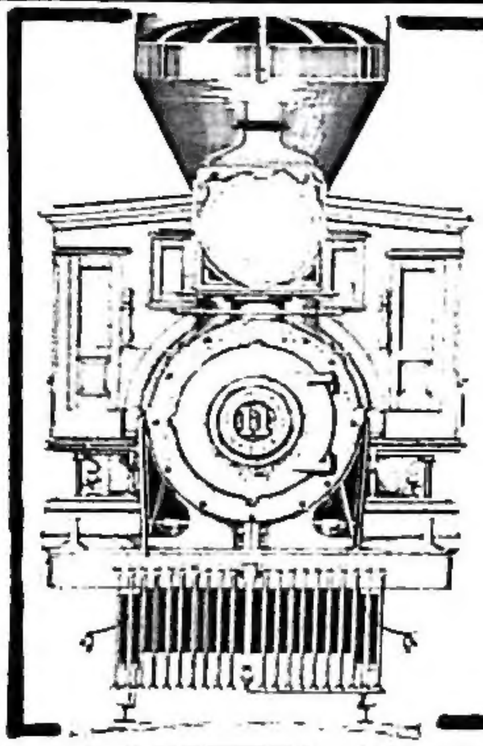

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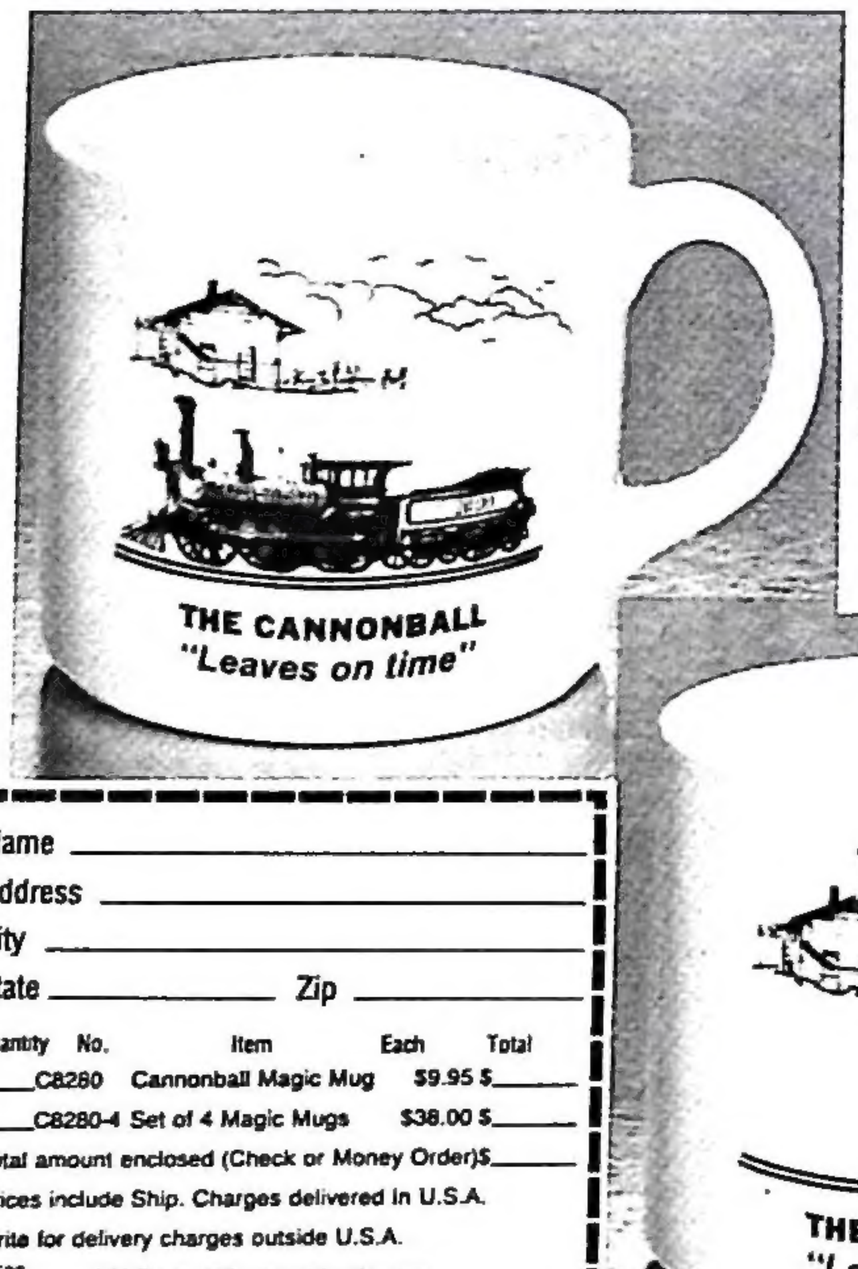

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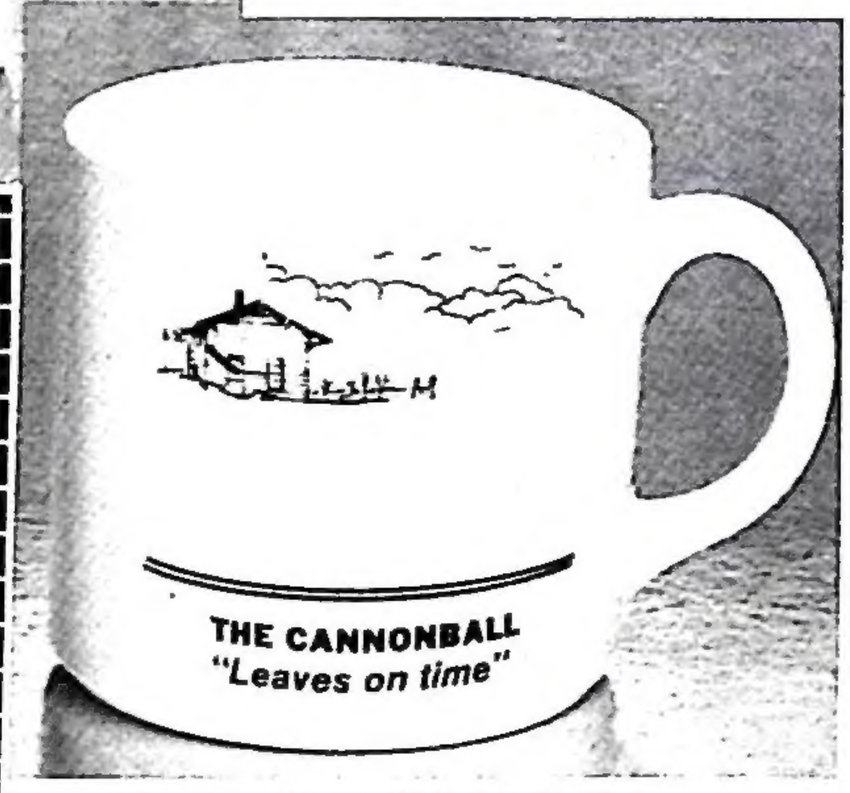

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HOBOKEN, NEW JERSEY, May 29-30. "The West Shore Express" excursion, round trip each day from Hoboken Terminal up the former West Shore line of Conrail to Selkirk, N.Y. Contact: (send SSAE) Tri-State Railway Historical Society, Inc., P.O. Box 2243, Clifton, NJ 07015; or call 201/857-2987.

AKRON, OHIO, June 4-July 3. "Night Tricks," exhibition of O. Winston Link railway photography of the 1950s at the Akron Art Museum in downtown Akron. Exhibit open daily except Mondays 11:00 a.m. to 5:00 p.m. No admission charge. Contact: Akron Art Museum, 216/376-9185.

AKRON, OHIO, June 4-5. "The Train Meet" at Quaker Square to benefit the Cuyahoga Valley Line Equipment Preservation Fund. Featuring the opening of the O. Winston Link exhibit at the Akron Art Museum, flea market, model displays, historical exhibits, movies and CVL railroad excursion. Show at Quaker Square 10:00 a.m. to 5:00 p.m. Saturday and noon to 5:00 on Sunday. No admission charge. Also featured will be the movie "Harvey Girls" starring Judy Garland playing at restored Loews 1920s movie theatre. Contact: Yardmaster, Quaker Square, 135 S. Broadway, Akron, OH 44308; 216/253-5970.

GALESBURG, ILLINOIS, June 11-12. 7th Annual Galesburg "Railroad Days" two-day festival including open-air flatcar tours of BN's huge hump yard, tours of Galesburg Railroad Museum, "Gandy Olympics" spike-driving contest, BN track-laying competition, street fair and carnival plus a Civil War military ball with period music and costumes. Also model railroad and railroadiana displays, foot, bicycle and hot air balloon races. Most events free and open to public. Contact: Galesburg Area Chamber of Commerce, 154 E. Simmons St., Galesburg, IL 61401; 309/343-1194.

SOUTH CARVER, MASSACHUSETTS, June 18-19. Edaville Railroad Railfan Weekend and Collectors Flea Market. Two-foot gauge steam and diesel special trains including passenger, freight and mixed consists. 10:00 a.m. to 5:30 p.m. each day. Admission and train ticket $6 adults and $3 for children; under age 3 free. On Rte. 58 at South Carver. Contact: John Bryden, Edaville, P.O. Box 7, S. Carver, MA 02366; 617/866-4526.

AKRON, OHIO, June 25-26. Nickel Plate 2-8-4 765 will run round trip each day Akron to Bellevue, Ohio, via AC&Y and N&W. For fares and details contact: Rails Diversified of Ohio, Inc., P.O. Box 1567, Stow, OH 44224.

SOUTH ELGIN, ILLINOIS, June 25. "Electric Railroad Fair '83" at the Fox River Trolley Museum with a day of special non-stop operations with an opportunity to ride and photograph all the equipment of the Fox River Line, including recent additions to the collection. Also model train displays, art & craft exhibitions, flea market and more. (Regular museum operations begin May 15, Sundays only, with Saturdays also in July and August.) Contact: (send SSAE) Electric Railroad Fair, Box 315, South Elgin, IL 60177.

MEXICO CITY, June 25-July 3. "Railroaders Tour of the Valle de Mexico" including two-day excursion behind 4-8-4 3038 to Queretaro and a one-day trip to Cuernavaca behind 2-8-0 1150. Also freight and passenger yard tours, Metro Subway and streetcar lines and shops, main NdeM shops at San Luis Potosi and Aguas Callentes, plus museums and model railroads. A real railfans tour with minimum of "sightseeing" and maximum railroading. Fare upon arrival at Mexico City will be $550 including eight nights lodging and about half of meals; rail travel in heavyweight open section and day parlor. (Transportation to Mexico City not included in price but can be arranged by tour operators Ed and Mary Lee Von Nordeck.) Contact: Let's Travel Tours, P.O. Box 2768, Riverside, CA 92516; 714/787-8350 or 781-2930.

BOSTON, MASSACHUSETTS, July 1-17. "California Adventure" 7000-mile Amtrak rail tour hosted by Mystic Valley Railway Society. $1,849 per person double occupancy includes sleeping accommodations on train, hotels, most meals and sightseeing. Grand Canyon, Long Beach, Catalina, Tiajuana, California State Railroad Museum in Sacramento, San Francisco and Reno. Contact: Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126.

CLEVELAND, OHIO, August 7. Special trolley car trip on the Shaker Heights Division to Green Road and the Van Aken Division to Warrensville. Leave CUT 12:30 p.m. EDT. Two types of cars, PCC and Breda LRV, will be used. Photo and refreshment stops. End about 7:00 p.m. Fare: $12 adults, $6 children. Contact: Ernest Kovacs, 416 Second Ave., Bethlehem, PA 18018; 215/867-2800.

FLINT, MICHIGAN, August 13-14. It's narrow gauge railroading at its best as the Huckleberry Railroad presents "Railfan's Day '83!" Shop tours, photo runs and special railfan activities. Some of the equipment includes ex-Alaska R.R. 4-6-0 152, ex-D&RGW K27 2-8-2 464, and the most diversified collection of narrow gauge coaches in the U.S.A. Trains run over section of Flint & Pere Marquette roadbed through Scenic Genesee Recreation Area. Camping is available. Contact: Railfan's Day '83, Genesee County Parks & Recreation Commission, G-5055 Branch Road, Flint, MI 48506.

NORTH CONWAY, NEW HAMPSHIRE, September 17. Annual Railfan's Day at Conway Scenic Railroad. Day-long activities include doubleheader steam trains, passenger trains in multiple sections, and steam and diesel powered freight

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International Tours

RAIL STUDY TOURS INTERNATIONAL, c/o W.I.T. Travel, 1401 Wilson Blvd., Arlington, VA 22209 (703/522-5443), has the following tours scheduled. Contact them for full itinerary and details.

CHINA, May 27-June 19. Peking, Manchuria, Datong steam loco factory, Xian, Nanjing and Shanghai. Leave Los Angeles via Tokyo.

EAST GERMANY, 10 days in late July. Remaining steam on narrow and standard gauge lines plus trams and river steamers. Depart New York via West Berlin.

SOUTH AMERICA STEAM TRIANGLE, August 9-30. Chartered and regular steam trains in Ecuador, Peru, Paraguay, Brazil and possibly Bolivia. Included are Machu Pichu and Lake Titicaca steamboat. Departs Miami.

EUROPE EAST AND WEST, October. European mountain railroading including regular and preserved steam, electrics and trams in Switzerland, Austria, Hungary and Czechoslovakia. Departs New York.

CHALLENGER TOURS, 3672 Nottingham Way, P.O. Box 8965, Trenton, NJ 08650, 609/586-4664, is offering the following tours:

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NORWAY AND SWEDEN, June 10-20. Centennial steam special from Bergen to Gothenberg via Oslo. Also other scenic lines.

RUMANIA AND HUNGARY, September 28-October 9. Steam specials featuring four Rumanian and eight Hungarian steam locomotives and lots of photo opportunities.

SOUTH AFRICA, September 6-14 and November 15-26. Two "Steam Safaris" from Cape Town to Johannesburg with all varieties of SAR steam power. For full schedule, details and fares, contact: SARTravel, Suite 1112, Chase Manhattan Bank Building, 535 Fifth Avenue, New York, NY 10017, 800/223-1880.

RAILROADIANA MEETS

MANSFIELD, OHIO, April 9. Mansfield Model Railroad Club's annual Railroadiana Flea Market at the Mansfield Masonic Temple, 1250 Middle-Bellville Road off U.S. 42 on city's south side. 10:00 a.m. to 4:00 p.m. Plenty of tables and large aisles with everything from railroad memorabilia to models. Contact: Bob Kitley, 752 W. 4th Street, Mansfield, OH 44906; 419/526-0680.

MANHATTAN, KANSAS, April 10. Manhattan Area Rail Joiners 4th Annual Swap Meet & Modular Display at American Legion Hall, 114 McCall Road, from 9:00 a.m. to 3:00 p.m. Admission $2 at door, kids under 7 free. Tables $1. Contact: Conrad Belnay, 2843 S.W. Engler Ct., Topeka, KS 66614; 913/273-3388.

PHOENIX, ARIZONA, April 10. Sahuaro Central Railroad Swap & Sell at Valley Bingo Hall, 2225 N. 16th St. from 10:00 a.m. to 4:00 p.m. Admission $1, family maximum $4. Contact: Sahuaro Central, P.O. Box 31519, Phoenix, AZ 85046.

ENID, OKLAHOMA, April 16. Enid Model Railroad Assn. Annual Swap Meet at Gantz Center, Phillips University, 2500 E. Maine, from 9:00 a.m. to 4:00 p.m. Commercial displays, movies, clinics and contests. $2 adults, $1 youth 6-12; tables $4 advance, $5 at door. Contact: Art Bauman, 914 N. 19th, Enid, OK 73701; 405/237-0950.

ST. LOUIS, MISSOURI, April 23. Railroad Show and Swap Meet hosted by the McDonnell Douglas Railroad Club, 9:00 a.m. to 1:00 p.m. at the Hazelwood Community Center, 1186 Teson Road. Admission $1, tables $6 advance and $8 at door. Contact: Pat Hertich, 12135 Fleetwood, Maryland Heights, MO 63043; 314/291-0273.

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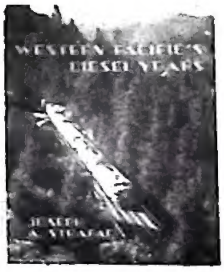

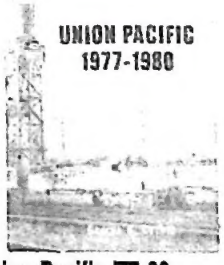

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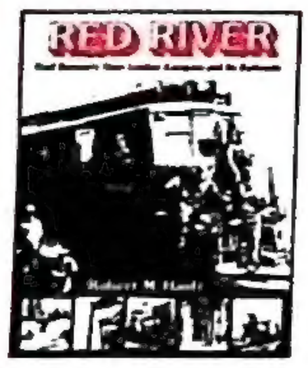

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UNION, NEW JERSEY, April 24. Tri-State Ry. Historical Society's semi-annual railroadiana and model railroad flea market held at the Boy's & Girl's Club of Union on Jeanette Ave., just off Morris Ave. approx. one mile west of U.S. 22 and Garden State Parkway. 10:00 a.m. to 4:00 p.m. Adults $2, children under 12 and senior citizens $1. New York-New Jersey area's oldest and best railroadiana flea market. Contact: (large SSAE) Tri-State NRHS, Box 2243, Clifton, NJ 07015; 201/857-2987.

SILVER SPRING, MARYLAND, April 24. Largest model railroadiana sale in Washington, D.C., metro area hosted by Silver Spring Model Railroad Society at White Oak Armory on East Randolph Road (north) from 9:00 a.m. to 5:00 p.m. Tables $12 in advance, $15 at door. Admission $2. Contact: Warren Bain, 2802 Grovemore La., Vienna, VA 22180; 703/573-9619 evenings.

MARIETTA, OHIO/PARKERSBURG, WEST VIRGINIA, April 30. Mid-Ohio Valley Model Railroad Club Flea Market & Show at the Ohio National Guard Armory, 241 Front St. from 10:00 a.m. to 4:00 p.m. Tables $4 advance and $6 at door if available. Admission $1, family $2.50. Contact: Dean Shepherd, 102 Schilling St., Marietta, OH 45750; 614/373-2520, or Tom Schohy, 807 33rd St., Vienna, WV 27105, 304/295-6647.

DURAND, MICHIGAN, May 1. "Durand Railroad Days '83" sell & swap hosted by the Durand Railroad History Museum at UFW Hall, 221 N. Saginaw St. from 11:00 a.m. to 4:00 p.m. Admission/donation $1, kids 50¢, family $2.50; Tables $5 advance, $8 at door. Contact: Janet Elliott, 9401 Ridge Road, Goodrich, MI 48438.

SYRACUSE, NEW YORK, May 1. Toy Train Collectors Society Ltd. Train Show, Sale & Swap Meet at Sheraton Inn Convention Center on Electronics Parkway from 11:00 a.m. to 4:00 p.m. Admission $1, kids under 12 50¢. Contact: Charles A. Brown, 3867 Slate Hill Rd., Marcellus, NY 13108; 315/673-3198.

JOLIET, ILLINOIS, May 7. Blackhawk Chapter NRHS Swap Meet at First Lutheran Church, 55 W. Benton St. from 9:00 a.m. to 4:30 p.m. Adults $1, students 50¢. Tables $5 in advance. Contact: Steve Tharp, 2289 New Lenox Road, Joliet, IL 60433; 815/726-7101.

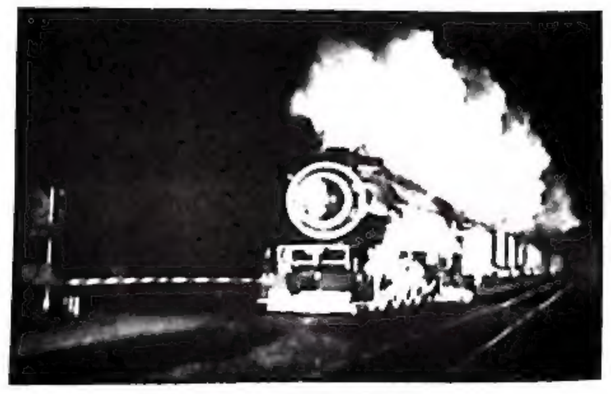
PITTSBURGH, PENNSYLVANIA, May 8. Central Armstrong Model Railroad Train Meet at the Heidelberg Fire Hall, First St. off Rte. 60, 1½ miles off I79. All gauges of trains, miniature doll houses and accessories. Adults $3, under 12 free. Contact: James W. Boyer, RD#2 Box 133, Ford City, PA 16226; 412/763-8327 or 279-3554.

ST. CHARLES, ILLINOIS, June 12. 7th Annual Midwest Railroadiana Meet at Kane County Fairgrounds from 10:00 a.m. to 4:00 p.m. hosted by Railroadiana Collectors Association—last year's show had 300 tables of railroadianal Contact: (large SSAE) Bev Birk, P.O. Box 1107, Wheaton, IL 60187.

KITTANNING, PENNSYLVANIA, June 12. Central Armstrong Model Railroad Train Meet at Kittanning Fire Hall, Rte. 422, four miles east of Kittanning, from 10:00 a.m. to 4:00 p.m. Adults $2.50, kids under 12 free. Contact: James W. Boyer, RD#2 Box 133, Ford City, PA 16226; 412/763-8327 or 279-3554.

SOUTH CARVER, MASSACHUSETTS, June 18-19. See listing under RAILFAN EVENTS.

GOLDEN, COLORADO, July 16-17. "Mile High Railfair" at Jefferson County Fairgrounds, 15200 W. 6th Ave. in Golden. Mile High Railfair brings together everything from the railroad hobby: models, antiques, artwork, exhibits, collections of artifacts and movies. Saturday 10:00 a.m. to 6:00 p.m. and Sunday 10:00 a.m. to 5:00 p.m. Many door prizes. Adults $1, senior citizens 75¢ and children under 12 50¢. Railroadiana auction Saturday at 6:00 p.m. Contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.



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What's new?

There has been a recent rush of books that seem like they just missed the Christmas rush but will now make a nice addition to the upcoming railfanning season. The folks at PTJ Publishing have turned out a real beauty of a softcover *VIA Rail Canada: The first five years,* by Tom Nelligan in a horizontal 8½"×11" format with superb photography in both color and black & white. The paper is heavy and reproduction top notch with 80 pages of VIA action ranging from mixed trains to LRCs with lots of FPA4s and F7s in between, along with just about everything else in motive power and equipment. The price is $12.50 ($15 Canadian) from *PTJ Publishing,* P.O. Box 397, Park Forest, IL 60466.

New England steam is getting lots of attention in two new books. *Berkshire Days on the Boston & Albany,* by Warren L. Smith, is "Quadrant Press Review 9," and features steam on the B&A between 1925 and 1950 in a 68-page horizontal 8½"×11" softcover. The reproduction is very good on lots of action and roster views of the 2-8-4s, 4-6-4s and sundry other power—including the suburban tank engines—that plied the B&A. The price is $6.50 from *Quadrant Press,* 19 W. 44th Street, New York, NY 10036. Quadrant has also just released *F-Units: The Locomotives that Revolutionized Railroading,* by Daniel J. Mulhearn and John R. Taibi, another 82-page horizontal 8½"×11" softcover featuring an incredible variety of action and roster views of EMD Fs from the FTs to FL9s in both freight and passenger service from coast to coast. Excellent photo reproduction with b&w inside and color covers. The price is $9.95.

The second of the New England Steam books is *Minuteman Steam,* by Harry A. Frye, published by the *Boston & Maine R.R. Historical Society,* P.O. Box 2362, Harwood Station, Littleton, MA 01460. Rather than a picture book—although it has lots of pictures and numerous action views—this is a definitive roster study of B&M motive power from the 1911 renumbering to the end of steam. The photo reproduction is very good and the rosters and data extensive and comprehensive. It sells for $18.95 softcover and $38.95 hardbound in the horizontal 8½"×11" format with 172 pages.

Rio Grande Diesels, A Pictorial History—Volume I, by Joseph A. Strapac, is a 114-page softcover from *Shade Tree Books,* P.O. Box 2268, Huntington Beach, CA 92647 and *Centennial Publications,* 1400 Ash Drive, Fort Collins, CO 80521, depicting the D&RGW's first generation diesels with lots of action and roster views of Fs, PAs, RS3s, H15-44s and early FM, Baldwin, Alco and EMD switchers plus 44-tonners and a handful of military narrow gauge diesels. The photography is interesting and the reproduction ranges from good to excellent. It sells for $17.95 postpaid. Volume II, second generation D&RGW diesels, is expected along before summer.

Maps, train operation data and radio information are detailed in the *Railfan Guide to the Richmond, Va., Area* published by the *C&O Historical Society,* Stanley W. Short/Special Projects, Rt. 1 Box 273, Ashland, VA 23005. The railroads in Richmond include the C&O, RF&P, SCL and Southern, plus Amtrak. This 68-page softcover guide sells for $7.00 postpaid.

Newsworthy locomotives are featured in some of the new slide sets from *Audio-Visual Designs,* P.O. Box 24, Earlton, NY 12058. Set RT110 has five views of N.J. Transit's restored PRR Tuscan red GG1 4877, while set RT112 has five 1950s action shots of N&W streamlined Class J 4-8-4s, including one of celebrity 611 on the *Powhatan Arrow* in 1957. Rio Grande fans will appreciate sets RT106 Diesels on the Monarch Branch, RT107 Alco PAs, RT108 Passenger F-units and RT109 Freight F-units. Other new sets are RT105 Family Lines (C&O 4-8-4) Greenbrier 614 in Florida, RT113 Northern Pacific Diesel Passenger (including two F's, an RDC, a doodlebug and Geep on a mixed train) and RT111 Amtrak-4 (including a rebuilt silver RS3, F40, FL9, SDP40F in cigar band colors and a silver SW1). All are very good to excellent quality duplicates and include good scenery and action as well as roster views. Each set of five 35mm color slides sells for $2.25 postpaid.

Owl Recording Inc., P.O. Box 4536, Boulder, CO 80306, has placed the contents of two of Howard Fogg's most popular—now unavailable—narrated steam locomotive sound records onto a single 90-minute cassette tape. The cassette, entitled *Steam*

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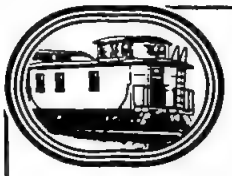

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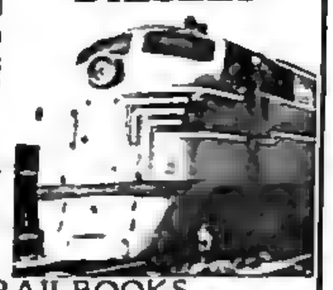
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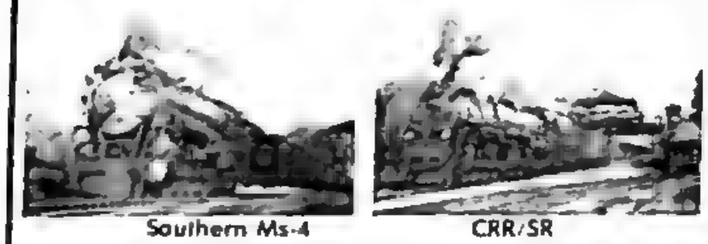
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Sound Stories, includes all of the material from the Fogg records *All Steamed Up* and *The Big Steam ... Union Pacific*, featuring Colorado & Southern on one side and UP on the other, all narrated by Howard Fogg. Included are C&S 2-10-2s, 2-8-2s and a 2-8-0, plus UP Challengers, Big Boys, 4-8-4s and even a three-cylinder 4-12-2—this is all 1950s vintage pre-fantrip era material. The price is $13.00 plus $1.50 shipping and handling.

Calendar Call

Even as the new year gets well under way, the 1983 calendars keep on rolling in—including the biggest one so far. Amtrak has produced a huge 24″×33″ single sheet wall calendar displaying the entire year beneath a full-color 13″×24″ painting by Gil Reid depicting an AEM7 on Hell Gate Bridge with a "museum-bound GG1" behind an orange Geep—the spirit is correct even if the geography is a bit off, as GG1 4935 in PRR green and pinstripes is now at Strasburg, Pa., and did not traverse Hell Gate en route. The overall calendar is extremely attractive, and the preserved GG1 is a truly delightful touch and a nice accent for the very colorful AEM7—it's one of the handsomest Amtrak calendars yet. Even nicer is the price, $3.50, compared to 1982's $5.00 tag. They can be ordered by mail from *Amtrak Calendar*, P.O. Box 311, Addison, IL 60101. Single calendar is $3.50; $6.00 for two or $8.00 for three.

Colorado's Great Western Railway has produced a beautiful big 22″×13″ folded-out wall calendar featuring excellent full-color reproduction on scenes of its colorful EMD switch engines at work—it's great to see such spirit in a contemporary short line. There's a very nice system map also included. The price is $6.00 postpaid (add $1.00 outside U.S.A.) from the *Great Western Railway*, P.O. Box 537, Loveland, CO 80539.

Joe McMillan and Mike Schafer have teamed up to produce a very attractive "1983 All Santa Fe Calendar" for *McMillan Publications*, 3208 Halsey Drive, Woodridge, IL 60517. In an oversize 22″×14″ folded-out wall format, they present 14 superb black & white photos of AT&SF action by photographers Ted Benson, Bob Olmsted, Steve Patterson, John C. Lucas, Joe McMillan and Jim Primm with diesel subjects ranging from PAs and FP45s to the "Best little local in Texas" passing an old general store. Joe McMillan's "Elevator Canyon" view of a freight and depot at Bovina, Texas, dwarfed by a wall of grain elevators gets my vote as one of the all-time great railfan photos. The design, photography and reproduction put this calendar right up there with the very best. The price is $6.95 postpaid.

The *Erie Lackawanna Historical Society, Inc.*, P.O. Box 945, Racine, WI 53405, has produced an extremely fine quality "First Generation Diesel Calendar" featuring EL subjects in a wire-ring bound 11″×17″ folded-out wall format with black & white photos. The photo reproduction is excellent on white paper stock with subjects including Fs on Starrucca, Erie PAs, A-B-A F3s, E8s, Baldwin and Alco switchers and an action view of an RS2; DL&W Train Masters; and EL subjects including Geeps, a black Baldwin switcher, a commuter E8 at Tuxedo, N.Y., and an FA leading an F3B and a Geep. The price is $4.95 postpaid first class (similarly high quality 1981 and 1982 calendars are still available at the same price).

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Very nice reproduction of some extremely well done railroad artwork is featured in the 1983 calendar of the *Mad River & NKP Railroad Society,* P.O. Box 42, Bellevue, OH 44811. In the 11"×17" folded-out wall format, this calendar combines the different art styles of Bruce Dicken (pen and ink of NYC 2-8-2, Lake Shore interurban, Short Line Docks in Sandusky, NYC Hudson and obs, LE&W 0-6-0 and AC&Y 2-8-0), Bob Lorenz (ink and wash of PRR T-1 and NKP 4-6-0) and Michael Kopach (pen and ink of Tallmans depot, N&W SD45, Erie Western RS3 and C420, NKP 2-8-4 765 and EL U25B and Alco switcher). It's a very fine calendar and sells for $2.50 postpaid.

Blue duotoned photos of vintage scenes are featured in the 1983 Calendar from the *Railroadians of America,* c/o Richard Wilson, 214 Stirling Place, Roselle, NJ 07203. Subjects include DL&W 4-6-2, CNJ 4-6-2, Erie 2-8-4, CNJ Camelback 4-4-2 and 2-8-0, Cass Shays, LV 0-8-0, D&H 2-8-0 and others. Reproduction ranges from fair to very good, and many are action scenes. Price is $3.00 postpaid.

"Light Locomotives 1983 Calendar" is a somewhat unusual offering in the 11"×17" folded-out wall format that features black & white photos of Porter, Bell & Company's small locomotives of 1867-1876 vintage, mostly 0-4-0s, 0-6-0s and 2-4-0s of varying configurations. The photos appear fair to good, and it's difficult to tell whether the sometimes apparent shortcomings are from reproduction or the marginal quality of the original Porter builders photos. There are some very interesting little engines here. The price is $6.00 postpaid ($1.00 additional for overseas orders) from *Light Locomotives,* Richard D. Rautio, 1245 Pursell Ave., Dayton, OH 45420.

Traction Publications by Joe L. Diaz

BALTIMORE STREETCARS: 1905-1963, The Semi-Convertible Era, by Bernard J. Sachs, George F. Nixon and Harold E. Cox. This is a 145-page 8½" × 11" softbound covering Baltimore's streetcars from the 885 Semi-Convertibles through the end of street railway operations in November 1963. Covered in detail are the articulated trains, trailers, Birneys, Peter Witts and PCCs as well as early parlor and funeral cars.

The wealth of detail in the book is augmented by over 225 photos of both equipment and operating scenes. Whereas the majority of the photographs are very interesting, some few are so poorly reproduced as to be nearly black.

Included are two very outstanding finely-detailed car drawings by Charles F. Buschman of the double-truck open-platform Brill Semi-Convertibles of 1905-'06, and the large double-truck rebuilt Brill Semi-Convertibles

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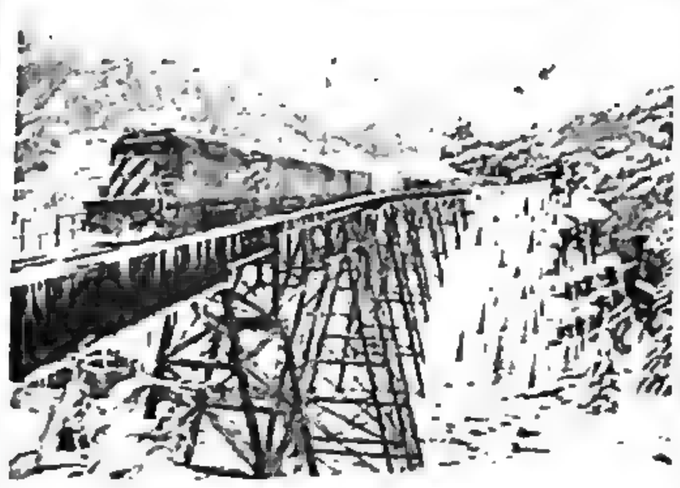

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This beautifully detailed 16" x 20" four-color lithographic print by rail artist John R. Doughty, depicts a Burlington Northern freight traversing a high deck bridge in the Cascades after a snowfall. An impossible to repeat locomotive consist of a SD-40, F-45, Alco C636, F-9, fills the scene. This signed print is available for only $13.50 each. California residents add 6% sales tax. Prints are shipped postpaid in a sturdy mailer. Make check or money order to:

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of 1917-'18. The two drawings are superb in draftsmanship and detail, and it's unfortunate that they weren't presented in 1/4" scale as pull-outs. The book is priced at $14.95 from *The Baltimore Streetcar Museum*, P.O. Box 7184, Baltimore, MD 21218.

FORTY FEET BELOW, The Story of Chicago's Freight Tunnels, by Bruce Moffat. This 82-page 8½" × 11" softbound is the very interesting story of the more than 50 miles of two-foot-gauge electric railway tunnels beneath Chicago's Loop. The trains, which hauled merchandise, coal and cinders beneath the central business area, stopped running in 1959, and the overhead copper trolley wire, 215 tons of it, was salvaged for its scrap value. The locomotives were sold off, but many cars loaded with cinders were left standing when operations ceased and remain standing at several locations at this time.

The author has made numerous explorations through the tunnels in silence and darkness, except for hand-carried portable lights, along with colleague Richard Kunz. In addition to having done an awesome amount of research, the author has combined it with 80 photographs. There are detailed locomotive and rolling stock drawings plus numerous trackage diagrams and maps. Additionally, Moffat has produced an impressive, detailed two-page pull-out map of the system as it existed in 1932.

This is a very well done book dealing with an intriguing, little known rail system that certainly deserves your attention. We certainly have enjoyed our copy. Priced at $9.95 plus $1.10 postage from *Interurban Press*, P.O. Box 6444, Glendale, CA 91205.

JERSEY CENTRAL TRACTION CO., subtitled "Trolley to the Bayshore," by Joseph Eid. This 76-page, 8½" × 11", softbound, is the latest of the author's books about the streetcar systems of the Jersey Shore, from the first horse-car operation in 1887 to the end of service in 1923. This is the story of the Jersey Central Traction and the lines serving the Amboys and the towns along the south shore of Raritan Bay. The author is a genuine historian and has produced a small, well-illustrated gem. The Jersey Central Traction had a considerable variety of equipment/cars over the years, and the many photographs here add much to the story. Included are maps, timetable reproductions and a detailed equipment roster. It is priced at $8.50 from *J. F. Eid, Jr.*, 589 Carroll Fox Road, Brick, NJ 08723.

THE TOLEDO & INDIANA RAILWAY by Sterling W. King. This 112 page, 8½" × 11", softbound is a detailed look at the well-known interurban that served the territory from Toledo southwest to Bryan, Ohio, until abandonment came in 1939. The author has spent years amassing a large volume of material, including over 250 photographs. Unfortunately, the photographs range from poor to the poorest we have seen. It is certainly sad that the author did not secure capable assistance in presenting his work—and a good printer! Priced at $13.50, it's available from *The Toledo & Indiana Historical Railway*, 1001 Defiance Street, Archbold, OH 43502.

TROLLEY TRAILS THROUGH THE WEST, "Volume 10, Miscellany and Summing Up," by Robert S. Wilson. This 32-page, 8½" × 11", softbound touches several subjects from Council Bluffs to Salt Lake City and Yakima, plus a look at the future, Portland, Oregon's Banfield project. The style and format of this volume follows the previous issues, and there is good material herein. The author/publisher should give some attention to type, layout, cartography and much better photographic reproduction, though. It is priced at $6.00 from *Wilson Brothers Publications*, P. O. Box 712, Yakima, WA 98907.

NANTASKET BEACH BRANCH, "The NYNH&H R.R. Co. Pioneer Electrification 1895-1932," by Bob McGarigle. This 76 page, 8½" × 11", hardbound book is *Transportation Bulletin No. 90* of the Connecticut Valley Chapter NRHS, edited by Roger Borrup. It is the very interesting account of the New Haven's first electric operation, a seven-mile branch to a beach resort area and steamboat pier. Original equipment was large, open-bench trailers hauled in trains by wooden deck-roofed box motors. After the first year, large open-bench motors were used. It all makes for good reading along

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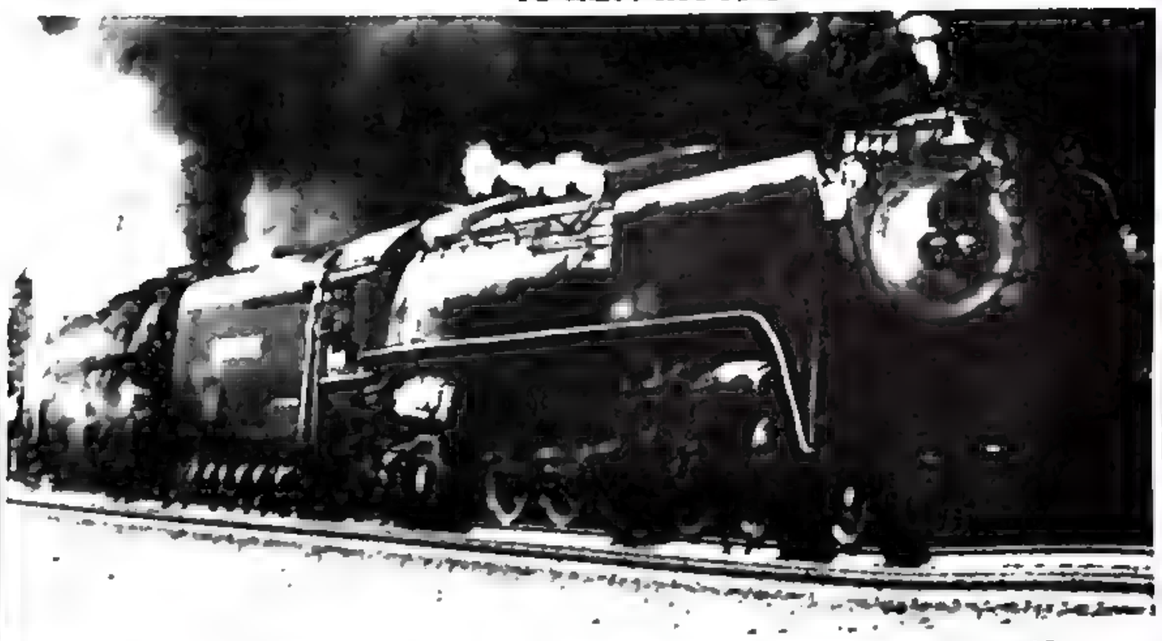

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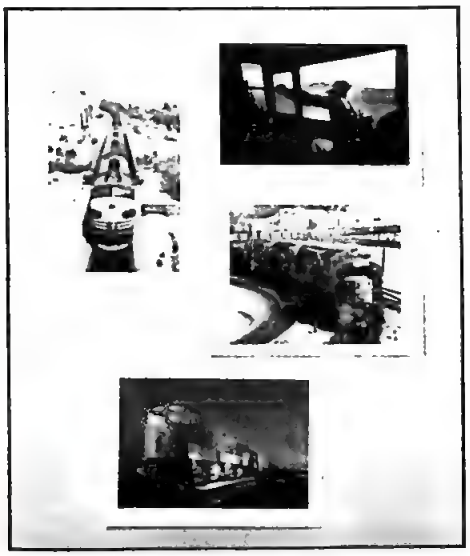
with sections titled "The Trolley-Boat Connection," and "Boston to New York by Trolley." It has many excellent photographs, although some of the reproductions suffer from age. Maps, advertising, timetables and such are included. It is priced at $12.00 plus $1.00 postage from *Roger Borrup,* P. O. Box 232, East Windsor, CT 06088.

THE INTERURBAN ERA IN HOLLAND, MICHIGAN, by Donald L. van Reken. This 172-page, 8½" × 11", softbound is a well researched, detailed history of The Holland & Lake Michigan R.R. Company and its origins. This railway was eventually to be the Grand Rapids, Holland & Chicago Railway, running from Grand Rapids through Grandville, Jamestown and Zeeland to Holland, the resort town of Macatawa on Lake Michigan, with a branch to Saugatuck.

The railway over the years owned and operated a wide variety of equipment, and the over 90 photographs herein give evidence of this. The variety of photos and the view we are given of the railway and its operation are impressive. Unfortunately, their reproduction is generally poor, and certainly the quality is less than that which would have been possible with the proper attention and handling. It is priced at $6.95 including postage, from *Donald van Reken,* 44 East 15th Street, Holland, MI 49423.

Product review



Lithograph portfolios by Westrail Publications, P.O. Box 300, Glendora, CA 91740.

While it's gratifying to be recognized as an accomplished photographer, it's often time-consuming and difficult to answer individual requests for photographs. In an effort to make collectable and frameable copies of their work available to the railfan market, Dick Steinheimer and Ted Benson have teamed up with Westrail Publications to produce limited edition black & white portfolios of selected examples of their photos.

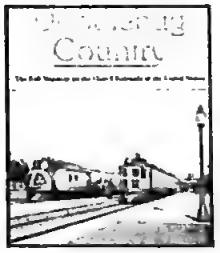
The two portfolios offered are "Richard Steinheimer: Southern California in the Diesel Age" and "Ted Benson: The Sierra Railroad." The Steinheimer portfolio consists of six prints and sells for $10.95, while the Benson set has four prints for $7.95. Each print covers approximately 8½" × 12¾" of image area on very heavy 11" × 14" slick cover stock. The exquisite reproduction by Cal Press Graphics uses a 250-line duotone printing process that at any distance beyond about six inches is virtually indistinguishable from an original photographic print. The portfolios are limited to 500 each, and each individual litho is numbered and initialled by the photographer. Each portfolio comes in a folder which includes small reproductions of the photos and complete descriptive data (the only data printed on the lithos themselves are the photographer's number and initials plus a copyright notation).

The Steinheimer portfolio consists of night views of Santa Fe FTs, F7s and a 2-10-2 at San Bernardino in 1952; an SP U50 and GP35 on a freight at Indio; a UP FM Erie-built passenger unit on the *Utahn* at San Bernardino in 1949; and the streaking image of *The Grand Canyon* with flying brake shoe sparks; plus a daytime overhead view of A-B-B-A SP "Black Widow" Fs and a telephoto shot of Santa Fe SD24s on the old Cajon Summit.

The Benson Sierra portfolio includes a night flash view of 2-8-0 28 at the Jamestown water tank and a very moody back-lighted shot of the same engine on a three-car train against the hazy mountains, plus a scene of 4-6-0 No. 3 scaring the cattle and blackbirds and a timeless view of engineer Joe Francis at the throttle of Mikado 34.

The photos in the sets were chosen for their quality and variety of image, and they would make excellent room decorations as framed prints. This is quality material at a very reasonable price—J.B.

Book reviews



Doodlebug Country, "The Rail Motorcar on the Class 1 Railroads of the United States," by Edmond Keilty, Interurban Special 77, by Interurban Press, P.O. Box 6444, Glendale, CA 91205. 184 8½" × 11" pages, hardbound. $28.95 plus $1.50 shipping.

At one time there were rail motorcars running all across the U.S. railroads. This is a detailed look back at those times, the second volume in Ed Keilty's detailed study of the self-propelled rail motorcar in the United States. The first volume, *Interurbans Without Wires,* now out of print, surveyed the major and most of the smaller railcar builders in the U.S. *Doodlebug Country* details in photographs and roster information the use of the rail motorcar on all Class 1 railroads in the U.S.

The rail motorcar came in a myriad of forms and styles, some strange in their appearance, some small, even diminutive. The variety was nearly endless. The practice and styling of many of the builders often showed clearly. Others were designed/styled by the individual railroads. The author has put together a great deal of very interesting material here. There are over 100 Class 1 railroads covered, some in one page, some even less, with numerous of the individual railroads given several pages. The Santa Fe was the largest operator of motorcars; in 1933 they operated 41 trains/routes, over 4500 route miles. One train/route was only three miles in length, while the longest route was over 500 miles. There are surely some surprises. The

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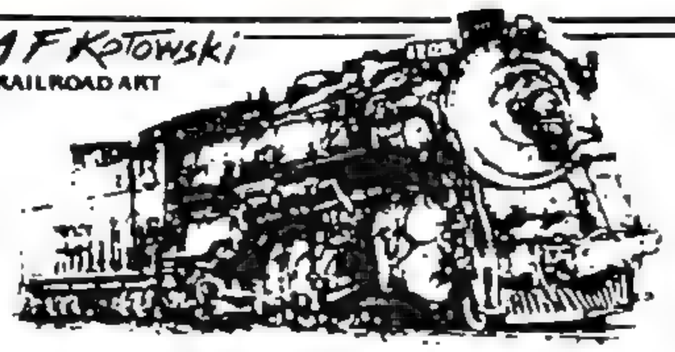

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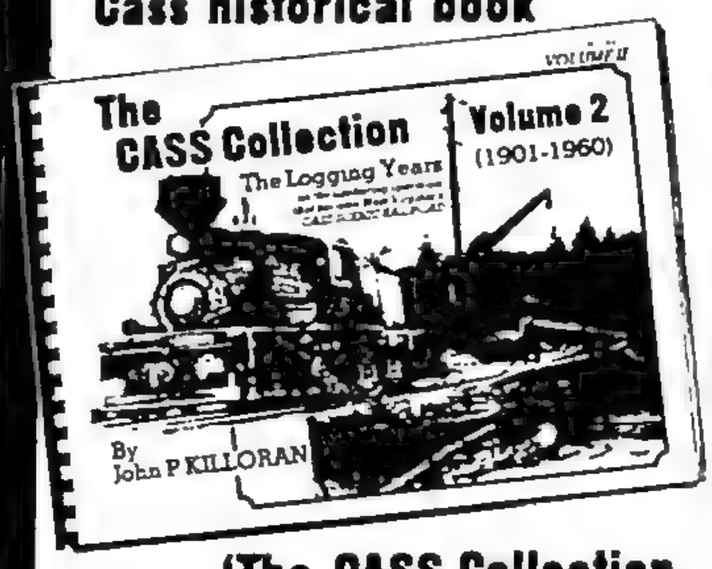

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New Haven employed a variety of equipment, even a unit built by Goodyear-Zeppelin. The Rock Island, Chicago Great Western, Chicago & North Western, Burlington, and the Milwaukee Road, to name only a few roads, owned and operated equipment varying from McKeen cars in the early days to Budd RDC cars in the final days. The variety is far too great to cover in any review such as this.

The use of good quality photographs is basic to any work of this type, including builders' photos, roster views clearly showing the equipment's details, and interesting operational scenes. There are over 190 photographs presented, and the quality of reproduction is excellent. Additionally, many of the operational views are of exceptional interest!

Several detailed car drawings are included. They are all in a small scale, though well detailed with good quality drawings. There are numerous maps showing where the motorcars/trains operated. Most are official railroad maps carefully delineated to indicate the routes. There are also a few timetable reproductions.

As with the first volume, *Interurbans Without Wires,* the author has done a thoroughly admirable job in presenting this book, along with the assistance of a competent publisher. There is a great amount of worthwhile material here in photographs and detail. We have enjoyed our copy and recommend it for your library and pleasure—JOE L. DIAZ.

The Cass Collection, by John P. Killoran, published by Trackage Rights, Inc., P.O. Box 299, Scott Depot, WV 25560. Softcover, 56 13″×10″ pages. $10.95 plus $1.05 postage and handling (Canadian orders add $2; W.Va. orders add 5% tax.).

Most R&R readers have heard of the Cass Scenic Railroad, but relatively few, however, have been fortunate enough to travel to West Virginia to see its operations in person. John Killoran's book should whet your appetite. Subtitled "Photographic memoirs of the first 20 years (1961-1981)," the book does present a visual history of the first two decades of tourist operations with geared steam locomotives on the mountain above Cass—including some action shots of the very first state operations and ferry moves and "off line" excursions of Cass equipment. The logging country atmosphere comes through in vintage views of the Cass Store (with the old Mower Lumber Co. name still on the front), the old shop, mill and the now-gone C&O Clover Lick depot. John has also included several pieces of logging equipment, like a Lidgerwood skidder, and various camp cars used at the remote logging sites.

It's the Shays—and the Heisler—clawing their way up 8% grades that makes Cass so wonderful a railfan experience, and this book captures some of the better moments. It is a large book, a horizontal 13″×10″ format with a plastic ring binding, and the photos are printed large, one to a page with long and intelligent captions which nicely compliment the text segments interspersed throughout the book. While the choice of photos is superb, the reproduction quality is not. The heavy paper lacks a hard, coated surface, and while the halftones themselves are quite good, inconsistent inking renders the image uneven, although it seldom really "muddies up" as often happens in the less expensive rail book efforts. This is a book with some very interesting photos of an important contemporary steam preservation operation, and only the uneven photo reproduction keeps it out of the class of "coffee table" photo book. If you've ever been to Cass, though, or ever wanted to go, this is a book you won't want to miss—MAX S. ROBIN.

Delaware Valley Rails, by John R. Pawson, published by John R. Pawson, 3503 Moreland Road, Willow Grove, PA 19090. Softcover, 192 8½″×5½″ pages. $11.50.

Subtitled "The Railroads and Rail Transit Lines of the Philadelphia Area," this book is undoubtedly the most complete area railfan guide ever commercially produced. There is virtually everything of interest to the railroad and traction fan in the Trenton/Philadelphia/Wilmington area, and it is all well described and located on the numerous detailed maps—and in many cases, photo illustrated as well.

This well-organized volume (about the same size and format as the original *Diesel Spotters Guide*) contains nearly 100 photographs and numerous well detailed and clear maps, equipment rosters and descriptions of geographical features and operations. Included are chapters describing freight rail-

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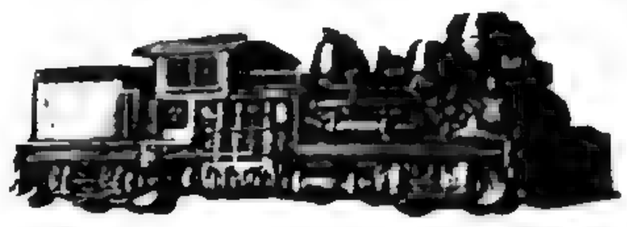

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roads (Conrail, Chessie and D&H), passenger railroads and rail transit. The latter includes all of the electric traction operations in this fascinating region, ranging from the extensive streetcar and subway system to high speed interurbans and heavy railroad m.u. services, all covered in excellent detail with scenes illustrated that should get the juices flowing in even the most blasé traction fan. Also included are listings of rail museums, tourist railroads, rail enthusiast groups and model railroad clubs.

Of specific interest to the traction fans are detailed trackage maps of all the city streetcar lines, subway/elevated and rapid transit lines and also the suburban and interurban lines, including the Lindenwold high speed line. The many photos, though small of design necesity, have been well chosen to give a good look at the equipment and operation and have been carefully and quite nicely reproduced.

Originally published in 1979, this book shows the Philadelphia area in the prime of its recent history, and the author has supplied update inserts to bring the information abreast of the time. This volume is invaluable to anyone with an interest in the rail activities of the Philadelphia area, and we will surely have our copy in hand on our next visit there—JOE L. DIAZ.

New York Central's Later Power, 1910-1968, by Alvin Staufer and Edward L. May, published by Alvin Staufer, 2244 Remsen Road, Medina, OH 44256. Hardcover, 496 8½" × 11" pages; $45.00.

When word reached me that Al Staufer was in the process of preparing a "new" New York Central book, my immediate reaction was one of dismay. After all, he had already published three major works on the Central (*New York Central Steam Power - Vol. 1, New York Central Early Power, Thoroughbreds*); how much new material could there possibly be? I must admit to being very pleasantly surprised. With the exception of some of the roster photos and a few of the classic Ed Nowak (NYC's company photographer) shots, virtually all of the photos used in the book are previously unpublished.

As one might suspect from the title, this book covers NYC motive power right up to the Penn Central merger. While the major emphasis is on steam power, the electrics, m.u.s, RDCs and diesels are also presented. Unlike many of Staufer's previous books, the captions in this work are excellent. They are informative, concise and interesting. While the text is generally well written, it occasionally suffers from some strange sentence structure which hampers the reader's enjoyment and understanding.

The book is divided into sections by type of locomotive, with a two or three page textual introduction to each type of power. The format then follows the now-traditional form of a group of roster shots followed by a group of action photos. Unlike many other books of this type recently published, the authors are very conversant with their material and did not hesitate to draw from official records for their information. In doing so they eliminated the railfan rumors and exaggerations common to this type of work. One of the nicer benefits of this effort is that so many of the captions include dates and places, thus identifying things for the historically interested fan and the modeler concerned with a specific time frame.

The reproduction in this book is generally quite good, although there is evidence of "muddiness" in several of the photos. One effect which I found unpleasant was the use of a texture-screened photo at the beginning of each section. Although others may like this "art," I much prefer a sharp print for this type of usage. One almost gets the impression that it is impossible to get good, consistent halftone reproduction in today's rail books.

The book is graphically well laid out and very pleasant to read. There are numerous line drawing and sketches included, done by both Staufer and his son. In addition there is a delightful reproduction of a Grif Teller painting.

While I admit to a prejudicial interest in the New York Central and its equipment, I think even the most casual fan will find this book a worthwhile investment for the sheer volume of material presented from a Jim Shaughnessy panned shot of a lightning-striped E8-PA combination to Dick Cook's timeless images of the Cleveland Union Terminal motors and Skip Clark's action shots of Boston & Albany suburban tank engines along with the expected views of Hudsons, Mohawks and Niagaras on the Water Level Route—MAX. S. ROBIN.

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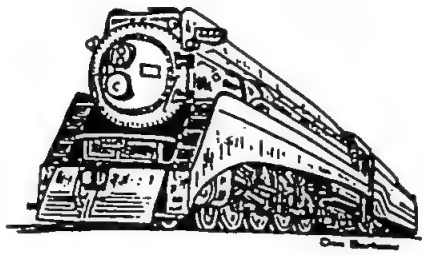

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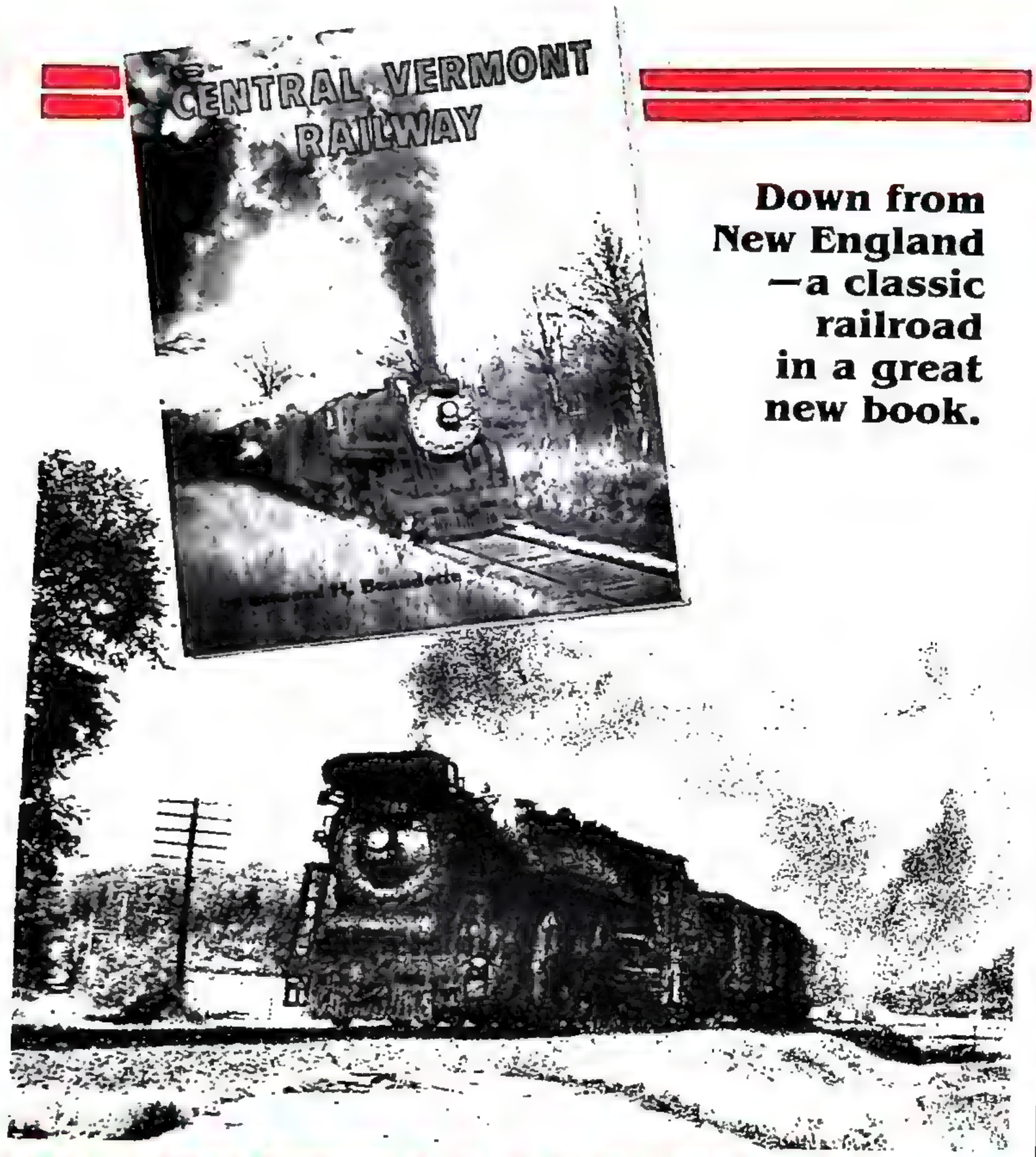

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Jeff Wilson

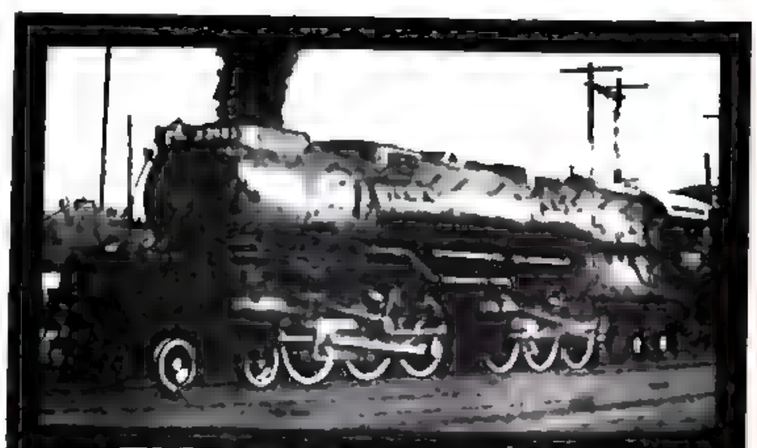
Jeff Wilson, whose article on the Corinth & Counce marks his debut in R&R, traces his interest in railroads to Chattahoochee, Florida, and his childhood.

"My grandparents, Mr. and Mrs. D.S. Parkman, owned a grocery and feed store 100 feet from the yard at Chattahoochee. At a tender age, I was sitting on the front porch of that store watching trains," Jeff said. And while Chattahoochee is a small town, it was the site of some big-time railroading 15 to 20 years ago. The Louisville & Nashville, Seaboard Air Line, Atlantic Coast Line and Apalachicola Northern intersected there.

Passenger trains were the only trains that didn't terminate at Chattahoochee, and even they had their consists altered with the addition or removal of a diner and an engine change.

"My fondest memories are from my teenage years, when I would spend evenings with the hostler. He was terribly tolerant, allowing me to ride the locomotives with him and help with chores such as refueling the locomotives."

Jeff began dabbling in model railroading when he was 12 years old. After experimenting and learning with a series of 5×10-foot layouts in HO scale, he is now building a



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yard on 2×6-foot module that will become part of a larger model railroad.

A native of Oak Ridge, Tenn., Jeff earned his bachelor's degree from the University of Tennessee at Knoxville, where he majored in journalism. After college, he worked at The Jackson (Tenn.) *Sun* newspaper, first as a copy editor and later as a reporter covering politics and government.

That led him into his present job as Special Assistant to U.S. Senator Jim Sasser (D-Tenn.), in Sasser's Nashville office.

"In moving from Jackson to Nashville, I've moved from the heart of Illinois Central Gulf country to one of the L&N's namesake cities," he said. "That's one step closer to my favorite railroad: the old Seaboard Air Line."

In 1981, Jeff married Teresa Wasson, formerly of Vandalia, Missouri. They met in Jackson, and she has continued her career in journalism while Jeff has jumped into politics.

Camera Bag

BY JIM BOYD

Variables

Somebody told me once that "photography is the science of variables." It sounded like just so much rhetoric at the time, but over the years I've learned the universal truth of that observation. Photography is, indeed, the science of variables: light changes, shutter speeds change, film speeds change, apertures change, etc. If I were to summarize the one overriding skill of a good photographer, it would be that he recognizes which variable is most critical for whatever job he is doing.

This topic was brought to mind at an NRHS meeting a few nights ago when a friend was busting my chops about that mental typo in the March CAMERA BAG where I stated that "full bright daylight begins about two hours after sunrise and ends about two hours after sundown." No wonder my evening shots have always seemed so dark; what I meant, of course, was that it "ends about two hours *before* sundown." Anyhow, he went on to ask why I used such a high shutter speed, 1/500th of a second, when he said he always preferred to use 1/125th to get a smaller aperture and better depth of field. My reply was typical of the logic involved in recognizing which variable becomes the most important in any given situation.

So, why use the higher shutter speed? It's simply the best way to guarantee sharp pictures *in most railfan situations.* Now, note that we're discussing "general railfan photography," not roundhouse interiors or grubby day shots; those situations call for an emphasis on other variables. But for sunny or cloudy-bright daytime outdoor action photography—by far the most common of railfan situations—I always keep my camera set at 1/500th of a second and use Kodachrome 64 film for slides. This gives me typical exposures in the f5 range. The 1/500th of a second will stop virtually any action, and most importantly of all, will stop almost any effect of camera movement from a hand-held camera. It's my insurance against an unexpected air horn blast that will cause even the most seasoned veteran to flinch and probably shake the camera, and it keeps the camera ready for the sudden, unexpected grab shot where you have to shoot before you have time to properly stop and set yourself in a shooting stance and check the light. At 1/500th of a second with the camera set at the prevailing average exposure, you can rip off a quick shot and probably get a satisfactory

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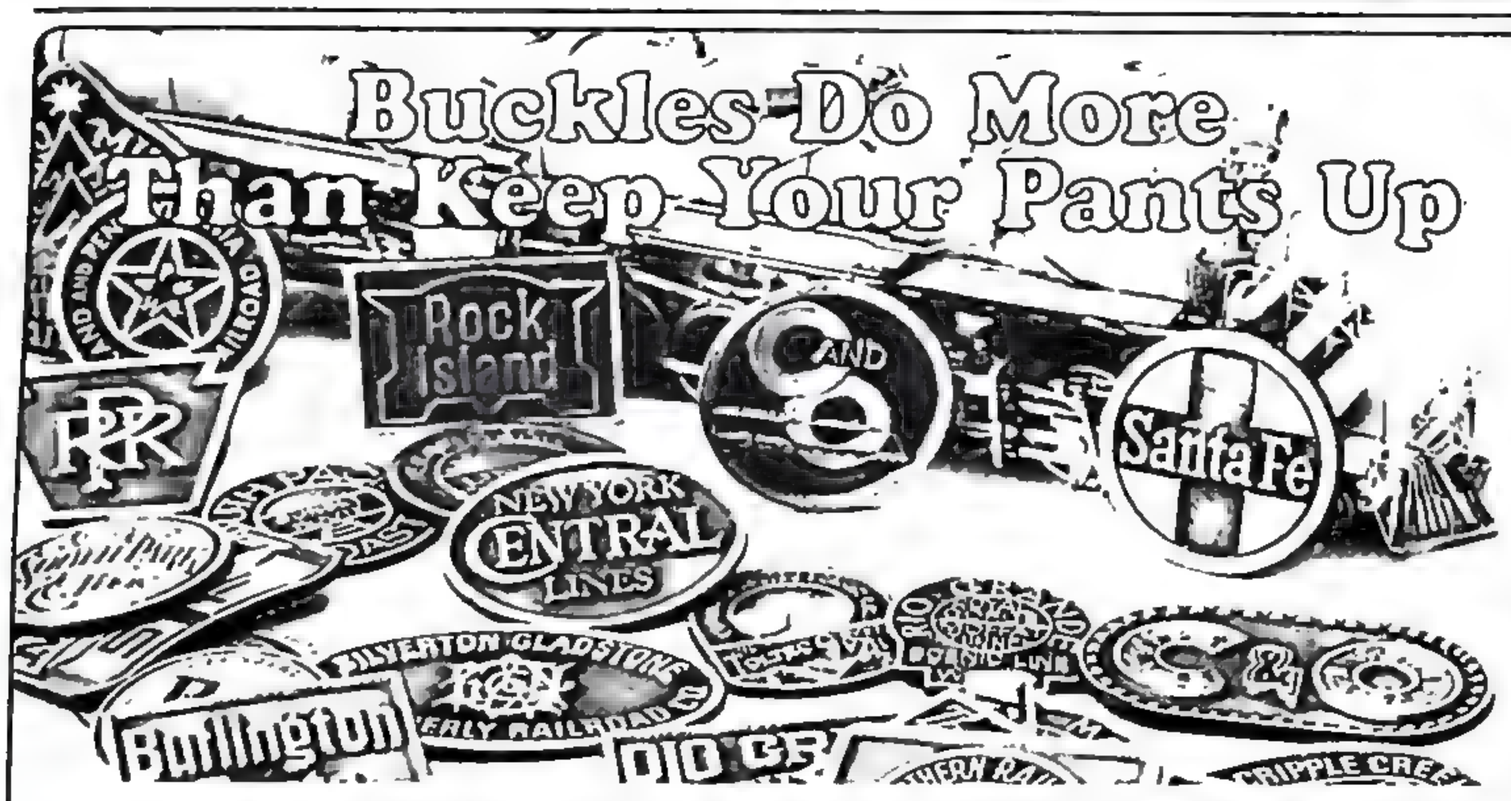

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picture—at least a sharp one without camera movement blur. Of course, the 1/600th will stop almost any train motion, as well. While you *can* hand-hold successfully down to about 1/30th of a second *if you're careful*, you can still shake the camera at 1/125th or even 1/250th if you get a little careless—I know I have.

What about depth of field? Won't a smaller aperture give you a better depth of field? Yes it will, but for almost all outdoor railfan photography you don't need that depth. For virtually any trains, you are shooting nothing closer than about 30 feet, and even wide open, most normal lenses focused at about 40 feet will give you a depth of field from 30 feet to infinity. You'll pick up *some* useable depth of field and generally a noticeable improvement in sharpness by taking the lens down one or two stops, but from about f4 on down to f16 or beyond, you won't gain any noticeable improvement in most train picture situations. The exception, of course, is if you want to, say, have a switch lamp in the close foreground and a train in the background. Depth of field then becomes the most important variable—unless the train is moving fast, in which case both shutter speed *and* depth of field become important and you may opt for a faster film to get you both a higher shutter speed and smaller aperture. In *most* cases, however, you'll suffer more problems (blurred pictures) from a slow shutter speed than you will from too little depth of field. Thus, I standardize my thinking on 1/500th and change it only when I make the conscious decision to use a slower speed for a specific reason—and then I always try to set the camera back to 1/500th so I won't forget and start shooting something else without realizing I'm at a slower speed. I find that as a railfan I'm often concentrating my attention on the subject rather than on the mechanics of the camera, and using the high shutter speed I can often get away without "thinking" about the camera when I take a picture—especially in good weather. I tend to concentrate on lens selection and photo composition rather than also having to decide on shutter speed.

The same type of logic applies to selection of a film type and speed. I like Kodachrome 64 for its practical speed, brightness (contrast) and extreme sharpness, which I consider more important to my eye than some of its occasionally offensive "brassy" colors or

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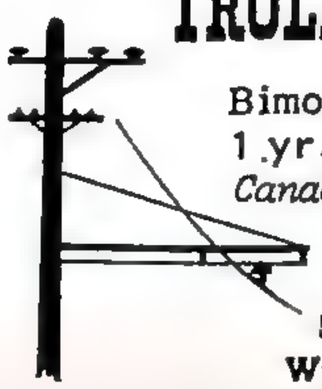

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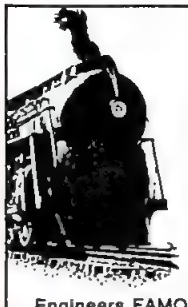
dark shadows that can occur. I prefer its sharpness and color character over that of Ektachrome 64, for example, and in situations of marginal light I will usually choose to stick with the Kodachrome and work with slow shutter speeds and/or wide-open apertures rather than resort to the graininess and inferior color of the higher speed films—though not always. I will usually carry a roll of High Speed Ektachrome for "emergency" use when I want both high shutter speed and a workable aperture. On the other side of the coin, I don't find that Kodachrome 25, while a truly beautiful film, is worth the one full stop or lower shutter speed that its ASA 25 demands over Kodachrome 64. Here again, I make a personal judgment on which variable is the most important for the type of photography I'm doing. On a session of HO model photography recently, for instance, I used indoor Ektachrome rather than Kodachrome because it was less contrasty and gave a more pleasing color rendition under the studio lighting we were using (even though we could have matched the lights perfectly to either film). And, of course, in photographing the models, depth of field became *the* critical factor, and all of the photos were made with the smallest aperture available on each lens—no 1/500th of a second here!

Interestingly, while photography may be the science of variables, *practical* photography is the science of *eliminating* variables. By standardizing on Kodachrome 64 and 1/500th of a second, through experience I can look at almost any lighting condition and guess exposure by eye within a stop and only have to "trim" my exposures with the light meter (this is also insurance against being duped by a failing light meter, because if the meter begins giving false readings, I will usually sense it in time to correct the problem).

You make decisions on the variables with every picture when you select the camera, the lens, the film, the shutter speed and the f-stop—to say nothing of selecting the subject and composing the picture. The more of these variables you can eliminate by standardizing on such things as shutter speed and film speed, the more you can concentrate on your subject and your picture. But realize that when you go to different subjects, there are times when one factor may be more important than another and learn to recognize which variable to emphasize to get the best results



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I left my heart at MUNI Metro

Business took me to San Francisco this past summer, and while there I had the opportunity to observe and ride on the Muni Metro and other San Francisco Municipal Railway services and to talk with transit officials in the area. There is much exciting now happening in San Francisco and the potential for a great deal more in the future.

Anyone interested in electric railways should make it a point to stop at the first level of subway under Market Street and ride the Muni Metro (going all the way down will take one into the now rather smoothly-operating BART system). The Boeing LRV cars are now being operated in trains from the present stub terminal at the Embarcadero; J-Church and N-Judah trains operate to the Duboce Portal where they are split to run to their respective destinations. The K-Ingleside, L-Taraval and M-Oceanview cars operate to the remodeled West Portal of the old Twin Peaks tunnel. Since the completion of the tunnel under Market Street from the Embarcadero to Castro Street, and there connecting with the Twin Peaks tunnel, the K, L and M cars now run underground all the way to West Portal. The coupling and uncoupling of the LRV trains at the portals apparently works very smoothly, and earlier fears about undue delays, runaways or other awful happenings have been allayed.

There was some early concern that the stub end terminal at the Embarcadero would prove to be a major bottleneck. Running the cars in trains solves some of this problem. It has also been overcome during the rush hour by a fallback crew system. The outbound crew boards the train inbound to the Embarcadero at the Montgomery Street station (the next-to-the-last stop) and take their position at what is then the back end of each car of the train. When the operating crew reaches the Embarcadero, they shut off and leave the train and the other crew takes over. At least one minute is saved by the practice. The Muni Metro subway is now operating at two-minute headways during the rush hour with a maximum of four cars per train. At each of the new stations, lighted signs along the platform inform riders where to stand for their particular car. A public address system at rush hour also informs riders of when trains are approaching their station.

High quality of service and the substantial cutback in operating time has so far yielded approximately 50% more streetcar patronage over the pre-Metro system. The ride under Market Street is extremely smooth; indeed, the new cars and the track renewals provided one of the best railway rides I have ever had. The huge and still-growing increase in patronage will require more cars. Thirty more LRVs will probably be ordered in the near future. Of these, 22 are already firm and eight will likely be added to the order. There are options for another ten. The cars in question are the 40 Boeing LRV cars that Boston's MBTA did not accept because of difficulties experienced with them. The cars will be refurbished and remanufactured for San Francisco.

It is also likely that there will be some substantial rebuilding of the existing PCC cars for the proposed new E-Embarcadero line. The PCCs have no real salvage value, and so it makes great sense to use the considerable good that remains in them; about 35 of them would be rebuilt under the plan. There is some talk of rebuilding the PCCs to an historic style, though some Muni managers consider this a total travesty.

The Embarcadero line is proposed to run from the Southern Pacific depot up to Market Street and then on the surface of Market Street to the Civic Center. Another part of the Embarcadero service would run from the Southern Pacific depot all the way along the Embarcadero, past Embarcadero Center at Market Street and the Ferry Building, and around to Fishermen's Wharf. The proposed Fishermen's Wharf terminal would be at Taylor and Beach Street; still another proposal would extend the service beyond Fishermen's Wharf to Fort Mason, through an existing railroad tunnel.

Much of what will be done on the Embarcadero and other places depends upon approval by the federal government of an Interstate Highway withdrawal. Under the Urban Mass Transportation Act, if a city chooses not to build a piece of the Interstate and withdraws it from the system, a sum of money equivalent to the cost of the Interstate will be provided from the U.S. Treasury for mass transit purposes. The amount of money involved is about $100 million. This would be used to tear down the freeway that now exists along the Embarcadero in front of the Ferry Building and to make improvements to the Trans-Bay Terminal as well as the light rail transit services. Another possibility is to extend the new Muni Metro to the Southern Pacific station. This would mean bringing the cars up out of the Market Street subway onto the Embarcadero and then an extension for a mile or so to the SP depot at Third and Townsend Streets.

Regardless of what particular plan is carried out in the near future, it is firm that the PCCs will not be sold off. The PCCs and the LRVs are not compatible, and the PCC cars cannot be used in the tunnel. At the present time, the PCCs are stored at the Geneva carhouse and used on the surface of Market Street on weekends only when the Muni Metro subway is closed. In November 1982, seven-day-a-week light rail vehicle service began and the PCCs will see no regular service until their rebuilding and the development of the proposed service on the Embarcadero.

There is a plan afoot to save the old Geneva carhouse. About a million dollars will be spent to earthquake-proof it, and it will be used to store the additional LRVs (it will hold about 50) and to provide washing and sanding facilities. The Metro Center, across the street from the old carhouse, holds 85 of the LRV cars. If, as expected, there is a trolley service offered along the Embarcadero, a carhouse will be built along that street.

The plan to extend the J-Church line to Balboa Park, the Muni Metro Center and the Geneva carhouse is still being seriously considered. A main reason for building this extension would be quick access to the carhouse for the J and N lines which now have to run all the way along the K line and into the tunnel to Duboce before they can be reversed and put on J and N line rails. The cost of the J line extension is such that it may not be justifiable strictly for pull-ins and pull-outs; additional justification will have to come from the ridership that might be generated.

And ridership is certainly going to be generated, because the transit future appears good in San Francisco. For the past several years, 3,000,000 square feet of new office space has been added annually to the central business district, and San Francisco is not getting any larger. It is expected that by the end of the decade, utilization of mass transit will have to be even more intense in San Francisco than it is now if the downtown is to remain relatively uncongested and attractive for an influx of new workers and shoppers.

Although longer run in nature, there are several other corridors being considered for light rail transit. One scheme would extend a branch off the Market Street Muni subway under Geary Street to Presidio Avenue. From Presidio on to the beach, the cars would run at the surface of Geary. This project is estimated to cost $450 million. A subway all the way to the beach may be much more acceptable to San Franciscans, but it would certainly be a lot more expensive. There would be no trouble in justifying light rail in the Geary corridor in the minds of many Muni officials because the present bus service is carrying 50,000 riders a day.

While the light rail service in the Geary corridor would serve a present need, there is still another possibility of extension. This would be along Third Street toward the south and east of downtown and would operate primarily on the surface. The aim here would be to help in rebuilding the Hunter's Point and Candlestick area; this is one of the few parts of San Francisco where there is room for much residential development or the possibility of major redevelopment.

The cable car system shut down September 22, 1982, for a two-year-long major overhaul. The facade of the cable car museum and barn at Washington and Mason Streets is to be saved and earthquake-proofed. The car barn will have the same look and will still contain the museum but it will have larger capacity for cars when refurbished. All rail, all slots and all cable tunnels are to be renewed in the cable car improvement project. (There is a possibility that part of the concrete conduit for the cables under California Street may be reused.) All the streets on which the cable cars run will be regraded. The cars themselves will be spruced up a bit; new hydraulic wheel brakes are to be installed. The conductor-operated gooseneck wheel brake on the back platform of the Powell Street cars is to be deactivated in favor of the more powerful hydraulic brakes operated by the gripman with a foot pedal. The track brake will stay the same. It is also expected that eleven new cable cars will be built, mainly from parts of old cars.

In retrospect, it is clear that the California Street cable line should never have been cut back to Van Ness but should have been kept in its original configuration all the way to Fillmore in order to continue to serve a large residential area. The possibility of diverting some California Street cars down Hyde (there is a track and slot connection for pull-outs from the barn) is still a possibility. This would be called the 62 Line and would require an enlarged turntable at Victorian Park so that the large double-ended California Street cars could be handled on it as well as the shorter Powell cars. The present budget is deemed inadequate to do the 62 Line job, but the Muni forces will try to make it as easy as possible to implement in the future.

The superb service on the Muni Metro, the exciting plans for the Muni, and the increasing reliability of BART make San Francisco a city very well served by rail transit. The renewed cable car system should be better and safer than ever. There is a substantial expansion of the trolleybus system planned—including 90 articulated trolleybuses—and it is city policy to have a major portion of all transit service operated by electricity.

Go to San Francisco, and you'll leave your heart there, too.

Silicon Valley Special

Jim Maurer sends us information concerning the light rail transit line in the Guadalupe Corridor that will serve the San Jose, California, area. The Transit Authorization Bill (associated with the 5¢ increase in gas tax) passed by Congress and signed by the President provides $15 million to Santa Clara County to purchase the right-of-way for the light rail transit line. Work and progress on the system, which is expected to move 40,000 people a day by 1990, can get underway. If all goes as hoped and planned, trolleys could be running in the test phase at San Jose by late 1986 and in full revenue service by 1987.

The line would run in the median of a four-lane expressway from the IBM industrial area in South San Jose, northwest to Oak Ridge Mall; there it would be joined by the Almaden Valley Branch of the rail line. From this point the rail line would follow the Highway 87 corridor north to downtown San Jose. The expressway would connect with the existing Guadalupe Parkway near downtown while the 20-mile rail line would continue through the transit mall on north First Street, past the Civic Center, into north San Jose and then west into the industrial heartland of Santa Clara. A $316-million price tag has been put on the rail line and the transit mall.

As an extra dividend, the San Jose Trolley Corporation, which is a private not-for-profit organization, would carry out an historical restoration project using, it is hoped, six old trolleys for a loop operation in downtown San Jose. Aimed at downtown shoppers and tourists, the San Jose Trolley Corporation's cars will circle First and Second Streets between San Carlos Street and Bassett Street. It would connect with the main trunk line of the light rail system. Concerning equipment, ex-San Jose Railway cars number 73 and number 124, built by Jewett in 1913, had both been scrapped in 1934 and used as cottages ever since; an effort will be made to restore these cars. Charles Smallwood has donated his ex-Pacific Gas & Electric Car number 35. Negotiations were still going on for the other three cars.

All in all, exciting things can be expected on the urban electric railway scene in California's Santa Clara County.

From one Orange Line to another

Washington Metropolitan Area Transit Authority, which is unable to operate some of its completed line sections because of a shortage of equipment, may buy 16 surplus Orange Line cars from Boston's MBTA for non-revenue purposes. The MBTA Pullman Standard 01100 series cars were built in 1957 and were made redundant for MBTA's Orange Line by a series of new cars delivered by Hawker-Siddeley of Canada. WMATA has been using its conventional transit cars for non-revenue service, such as trash collection and work trains. If the Boston Orange Line cars are purchased, they would have to be equipped with automatic train control before operating at WMATA.

El returns to 63rd

The Jackson Park Branch of the CTA elevated in Chicago was closed in March of 1982 when the bridge over the Illinois Central Gulf tracks was deemed to be unsafe. Service was halted to King, Cottage Grove, University and Stony Island because of the lack of facilities to reverse trains between the 61st Street Station and Stony Island.

Reversing facilities have now been installed at the University Station. This is the beginning of the $56 million track rehabilitation project that calls for a new rapid transit station at 63rd and Dorchester, a concourse beneath the ICG tracks to connect with a planned CTA bus terminal, and rehabilitation of the track and station structures between 61st and Calumet and 63rd and Dorchester. Steve Scalzo sends the information.

The Houston subway issue

The fear of terminal gridlock bringing Houston to a halt has pushed the city to support a rail rapid transit system, the first part of which is to be 18 miles long. One potential hang-up was the planners' original recommendation to build the line as an elevated railway over Main Street in order to enjoy substantial cost and time savings. Cries of alarm from Main Street businessmen and property owners changed the story. The Houston City Council recommended to the Metropolitan Transit Authority that there be a Main Street subway.

The elevated line was to run 2.3 miles over Main Street from the Southwest Freeway to north of Buffalo Bayou. Metro transit will now consider building a subway of only 1.2 miles to extend from the freeway to a point just south of the bayou, with the rail system elevated over the bayou. Some cost savings may also result from using cut-and-cover rather than driven-tunnel methods of construction. It seems a strong possibility that the rail system will be financed by a bond referendum backed by Metro's 1¢ sales tax authority. Bonds could supply about $1 billion, and there is $175 million already on hand to begin the system. A special assessment may be levied on Main Street property owners to pay the extra cost of the subway.

The Reagan Administration's efforts to halt new rail transit construction until the economy recovers have faded away, and Houston has been promised that it can use its share of federal money for the new start rail system.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Flashes

N. R. Seidelmann sends news concerning the opening of direct highway ramps connecting Interstate 295 in **Cherry Hill**, New Jersey, with the Woodcrest Station of the PATCO high speed line. The connection, which opened November 19, 1982, is expected to increase ridership on the PATCO high speed line into Philadelphia.

Steve Singer sends information from **Philadelphia** that a study done by SEPTA of seven streetcar lines—mainly in north Philadelphia—with 97,400 daily riders contends that the plant and equipment is obsolete and needs a $169 million transfusion of capital if trolley service is to continue.

PATH is completing engineering studies on whether the 1958-vintage K-class cars should be replaced or rehabilitated. If the decision is to go to new cars, PATH would like to explore the possibility of placing the order with the Budd Company. It could use the tooling now set up for the construction of CTA's present 600-car order. Some of the new CTA cars that Budd is currently building may be tested on PATH soon.

Bill Stanley writes from **Seattle** that merchants running seafood cafes and other activities along the waterfront bought $6,000 worth of tickets for free rides on the Seattle Waterfront Trolley.

Bob Cumbie sends word that MARTA decided to give the good people of **Atlanta** free rides on Saturday, December 18, in order to help boost ridership on buses and trains. The free rides will be carried out in conjunction with the official opening of the new Midtown and Arts Center stations along MARTA's north rapid transit line.

From **San Diego** we are informed that the Metropolitan Transit Development Board approved a route for the first phase of the East County trolley. It is proposed that it follow Commercial Street through Southeast San Diego, from the intersection of Commercial Street and 13th to Commercial and 32nd. Current plans project a continuation of the route eastward along the San Diego & Arizona Eastern Railway right-of-way. There is also a possibility that it might run on an alignment between 32nd Street and Interstate 805.

Urban Rail in America by Boris Pushkarev et. al., discussed in this space several issues back, is available from Indiana University Press, 10th and Morton Streets, Bloomington, IN 47405. The price is $27.50.

Railnews

EVEN ON WEDNESDAY! The end of the era of railroad-owned long distance passenger trains may finally be upon us. Amtrak officials began negotiations with the D&RGW in mid-January 1983 regarding taking the *Rio Grande Zephyr* off their hands. If things go as anticipated, with the schedule time change in April Amtrak will reroute their daily *San Francisco Zephyr* over the Rio Grande from Denver to Salt Lake City, as they had intended to do in 1971. It is ironic that the discussions were reportedly initiated by Amtrak President W. Graham Claytor, Jr., the same man who kept the Southern Railway out of Amtrak when he was president of that railroad back in 1971 (the *Southern Crescent* finally went Amtrak in February 1979, leaving the *Rio Grande Zephyr* as the last non-Amtrak streamliner left in the U.S.).

On February 7 and 8, 1983, a 14-car Amtrak consist with F40s 370 and 361 was substituted for the normal D&RGW Fs-and-domes consist on the *Rio Grande Zephyr* to simulate a *San Francisco Zephyr* and check out the operational feasibility of running such equipment on the Rio Grande. (The train was made up of baggage cars 1184 and 1211, and Superliner cars coach-dorm 39927, coaches 34027 and 34074, lounge-cafe 33002, diner 38023, coach-baggages 31031, 31011, 31027 and 31005, coach 34056, sleeper 32001 and coach 34065.) The two F40s had no trouble making the time with the big train and actually had to "wait for the schedule" at many station stops. Aboard were numerous officials of both the Rio Grande and Amtrak, and the diner was staffed by personnel of both companies. Paying passengers accounted for 85 leaving Denver and used only the diner, lounge-cafe and coaches 34027 and 34074.

The Rio Grande was going to join Amtrak back in 1971 but at the last minute pulled out when management had second thoughts about having to put up with a daily train. They thought it would be better to retain their own tri-weekly train, run it for the required five years and then discontinue it. However, when they approached the ICC with their discontinuance they were turned down. The ICC's reason: increased patronage! Thus while ridership remained strong, the train continued to lose money, an estimated $3 million in 1982. Thus, Amtrak may now be giving the Rio Grande an opportunity to rid itself of a $3 million-a-year-loss and even make some money on the Amtrak train if they keep it on time. Of course, they will end up with that daily passenger train after all.

If Amtrak reroutes the *San Francisco Zephyr* over the Rio Grande, Wyoming is expected to lose all of its passenger train service. There are a lot of details to be worked out, and the scheduling will require some careful adjustment as the D&RGW route takes about 3½ hours longer to run. At this time there has been no decision on the fate of the D&RGW passenger F-units or the former-*California Zephyr* cars. Indications are that the D&RGW will continue to run its own seasonal ski trains as usual. The best guess is that Amtrak will have its first D&RGW-bound *Zephyrs* leaving Chicago and California on the day of the new timetable, Sunday, April 24, arriving on the D&RGW the next day. The last runs of the *Rio Grande Zephyr* would logically be westbound on April 23 and returning to Denver on April 24, although this is all unofficial at presstime—CHIP SHERMAN.

TORONTO'S GO TRANSIT Second-hand diesels are proving to be good values for GO Transit in Toronto. Last summer they bought seven ex-Rock Island GP40s from Chrome Crankshaft that had been upgraded in the Silvis rebuild program back in 1979-1980. GO units 720-726 are respectively former RI 3005, 3002, 3003, 3001, 3006, 3004 and 3000. In early 1983 GO also bought from CC three former-NP F7B units which will be made into cabless Auxiliary Power Units. GO 800 is BN 717/NP 6009B; 801 is BN 733/NP 6014B; and 802 is BN 737/NP 6015B.

A BIG ALCO Norfolk Southern's Chairman Robert B. Claytor notified the Mad River & NKP R.R. Museum in Bellevue, Ohio, that they would be receiving former-Nickel Plate Alco RSD12 329, now N&W 254, presently at Norfolk, Va. The museum, which also has a Wabash F7 (R&R September '80), will restore the 329 into her original NKP multi-stripe scheme with the help of the NKP Historical & Technical Society.

ROYAL HUDSON 2839 On Saturday, December 11, 1982, Historic Red Clay Valley operated Atlantic Central Steam Co.'s ex-CPR Royal Hudson 2839 on her first outing since being returned from Southern Ry. excursion service in December 1980. The run utilized the Octoraro Ry.'s ex-Reading Wilmington & Northern line to South Modena, Pa., and the Brandywine Valley into downtown Coatesville. The big 4-6-4 is expected to see some service for HRCV this summer and is available for lease.

MEXICAN 4-8-4 3028 When its site at the Altamont Fairgrounds west of Albany, N.Y., had to be vacated, the Great Northeastern Ry. Foundation moved their NdeM 4-8-4 3028 on November 7, 1982, to the old coach building at the D&H Colonie Shops for safe indoor storage. There are no active plans at this time to operate or display the Alco-built 4-8-4.

WHAT NOW, NJ TRANSIT? With remarkably little fuss, NJ Transit took over Conrail's commuter operations in New Jersey on January 1, 1983—especially compared to Philadelphia's SEPTA which had to contend with massive labor troubles and shut-downs and service reductions on most of its lines. One of the first signs of tangible change came on January 16 when eight Conrail E44 electric locomotives (4458-4465) were transferred to NJT ownership and moved to storage at the Elizabethport, N.J., coach shops. NJT is exploring a number of options to replace its aging GG1 fleet (the red 4877 is still among the running), although at the moment the E44s do not appear to be the answer because of speed limitations and problems in converting them to steam or HEP. Meanwhile, it is reported that NJT is negotiating with Amtrak for some E60 passenger electrics and is considering a "Manhattan Transfer" engine change at Harrison Yard, just east of Newark, to eliminate the engine change and servicing facility at South Amboy. Steam-equipped GP40Ps bumped off the CNJ lines by HEP-equipped F40s and the new Bombardier cars have now displaced all E-units on the Bay Head-South Amboy former-PRR schedules, although a few Es remain available on a stand-by basis. As for the last of the GG1s, an educated guess says they'll be gone by mid-summer.

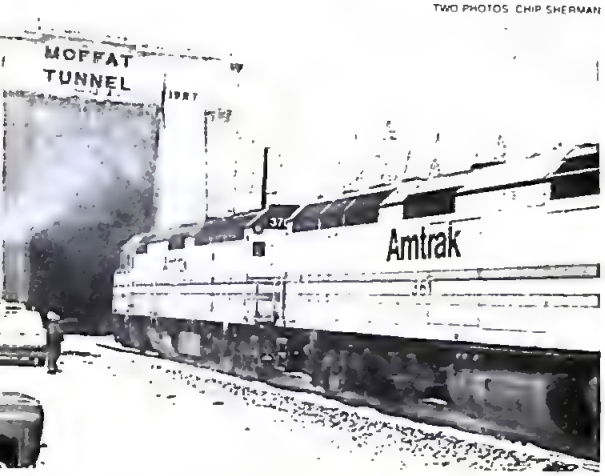
PACIFIC RAIL The big merger finally happened on December 22, 1982, with the merger of the Union Pacific and Missouri Pacific, with the Western Pacific becoming a subsidiary of the UP. The UP's John C. Kenefick is now chairman and chief executive officer of UP and MP, and former-WP President R.G. Flannery is president and chief operating officer of both roads. Both UP and MP will be keeping their respective Omaha and St. Louis headquarters and appear to be retaining their corporate identities. Two hot new freights have been an immediate result of the merger: the *Western Pacific Van*, WPV, from North Platte to Oakland on UP-WP, and the BHZ, Bailey Yard (North Platte) to Houston on the UP-MP via Kansas City.

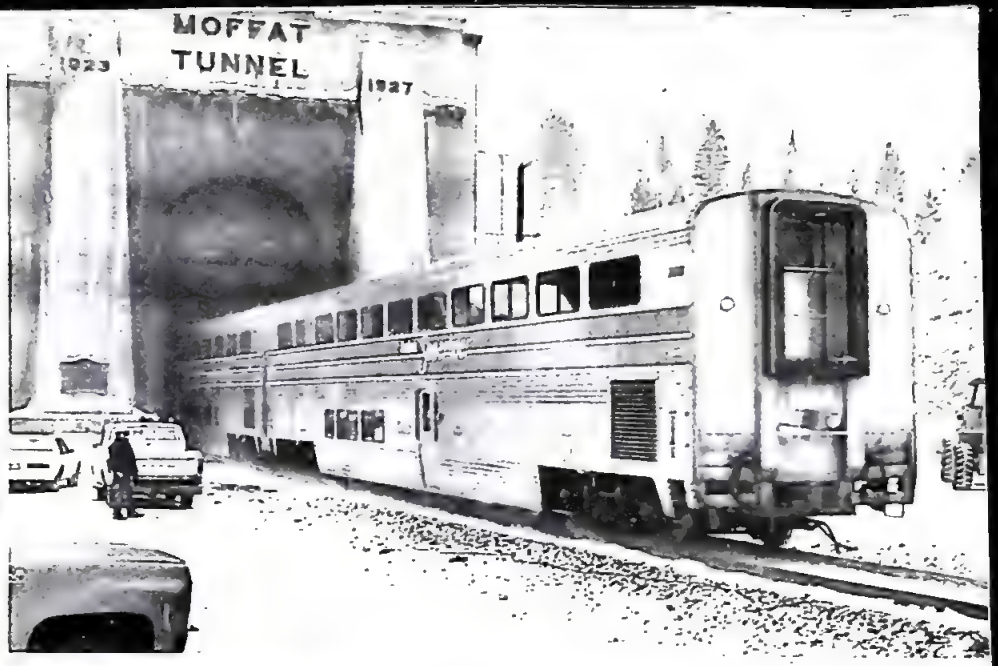
D&RGW AND ITC? With the Pacific Rail merger agreement, the Denver & Rio Grande Western has acquired trackage rights over the Missouri Pacific from Pueblo to Kansas City, where they use the KCS yard. The Rio Grande is already running hotshot freights 150/151 over the 671 miles on an 18-hour schedule with Rio Grande power and MP crews. Additionally, about three times a week a unit coal train off the Craig Branch at Energy, Colo., now runs to Kansas City and then on over the N&W to the former-Illinois Terminal at Federal, Illinois, just above St. Louis, with D&RGW power.

SOMETHING STEAMING THIS WAY (ALMOST) COMES During late 1982 Walt Disney Productions was in serious negotiations within the rail industry to operate a steam-powered publicity train on a national tour to focus on the premier of their film of Ray Bradbury's "Something Wicked This Way Comes." Brad Miller, president of the consulting firm of Miller/Nevada Ltd., working in tandem with High Wire Limited's President Melinda Benedek, spearheaded the effort with Disney's senior executives. The concept as initially proposed was to have featured Portland's ex-SP 4-8-4 4449 and a ten-car consist in matching *Daylight* colors. The train would have operated on the SP from the West Coast to St. Louis, probably the old Wabash to Chicago, the Chessie to Washington and south to Orlando on the Seaboard System. One of the features of the promotional train was the scheduled premier of the film at Washington's Kennedy Center on May 13—Friday the 13th, of course.

The initial idea was to "whistle-stop" author Ray Bradbury aboard the train, steaming into "media centers" at mid-day and making the train and personalities aboard available to the news media—and hopefully "make the 6 o'clock news in every city we hit."

TWO PHOTOS CHIP SHERMAN



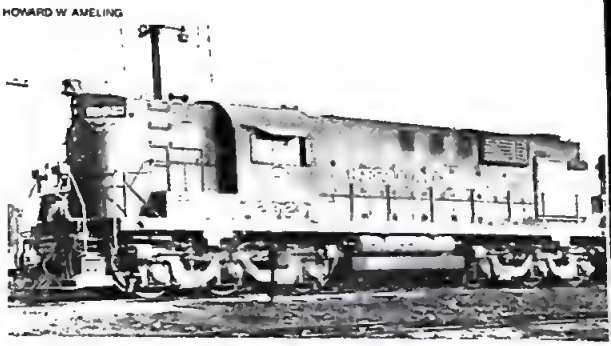


EVEN ON WEDNESDAY! On February 7, 1983, a test consisting of F40s and Superliners runs the regular *Rio Grande Zephyr* schedule in anticipation of Amtrak taking over the route with its daily *San Francisco Zephyr.*

GARY R. ZUTERS

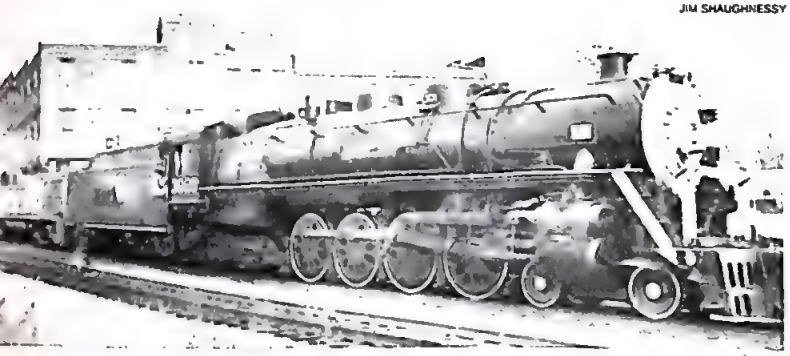
TORONTO'S GO TRANSIT acquired seven ex-Rock Island rebuilt GP40s for its commuter lines. The 722 (ex-RI 3006) was at MacMillan Yard in Toronto on August 14, 1982, in fresh GO green.

HOWARD W. AMELING



A BIG ALCO, former-NKP RSD12 329, now N&W 254, has been donated by Norfolk Southern to the Mad River & NKP Museum in Bellevue, Ohio. The unit, shown here in 1969, will get NKP multi-stripes.

JIM SHAUGHNESSY



MEXICAN 4-8-4 3028, displayed since 1967 at Altamont Fairgrounds near Albany, was moved on November 7 to storage at D&H Colonie Shops.

GREG BUCHALA

ROYAL HUDSON 2839 paused on the Brandywine Valley on December 11, 1982, at Coatesville, Pa., beneath the Amtrak/PRR main line viaduct at the north end of an excursion trip for Historic Red Clay Valley from Wilmington, Del., on the Octoraro R.R. and BVRR.

KENT SHEASLEY

WHAT NOW, NJ TRANSIT? E44s? On January 16, 1982, eight Conrail E44 electric locomotives (4458-4465) were kicking up the snow (left) through South Plainfield, N.J., on freight ENOI-6. Already lettered for NJT, the E44s went into storage at Elizabethport, N.J., and will be evaluated for possible use in replacing GG1s on NJT trains into New York's Penn Station, although the E44s have inherent problems.

Railnews

At the same time, a TV documentary of the journey would be filmed as the basis for a special program titled "Ray Bradbury's America."

Because of the short lead time and work that needed to be done on the 4449 (a five-year overhaul), that option was eliminated just prior to the Christmas holidays. Continuing to work with the *Daylight* operating crew (Doyle McCormack, Jack Wheelihan and Dick Yager), Miller and his associates explored other motive power and route options for Disney. The NKP 2-8-4 765 was considered but then discarded due to schedule conflicts and contractual impasses. The final "firm" plan evolved in early January featuring Royal Hudson 2839 and a solid maroon consist of eight cars, including a couple of the Delaware-Otsego full length dome lounges. The operation was planned from Chicago to Washington, D.C., in early May via the Chessie System to Detroit, Pittsburgh and Baltimore, again programmed to arrive in Washington on Friday, May 13.

However, the scheduled movie premier was subsequently changed to New York City, which then required a complete change of route sequence, and perhaps the route itself. Miller quickly worked out yet another "firm" move, to originate after necessary deadheads on the NYS&W in New Jersey, again with the 2839 and maroon consist. Chicago was now the destination rather than the originating point (the route would have used NYS&W trackage rights to Binghamton, N.Y., and then via the D&H either to Philadelphia and the Chessie to Chicago or D&H to Buffalo and NKP/N&W to Chicago).

Almost as quickly as it developed—and *before* any firm commitments had been tendered to or received from the railroads concerned, the project was put on "hold" by Disney and apparently cancelled, after nearly seven months of judicious planning and expense. Although it does not appear that the Disney train will run, the project did stir up some interesting possibilities among the various parties and may not have been a total waste of time and effort. This should confirm, however, that those rumors about a Disney train did have some basis in fact.

THE NEW B36-8 General Electric has built the first two prototypes of its new "Dash-8" series, and the great news for the railfans is that we'll have some different-looking locomotives in our future. The first B36-8, demonstrator 606, exhibits a completely new nose and substantially different contours on the long hood. Of course, appearance is only incidental to the fundamental improvements that merit the new "Dash-8" designation for its new line of "microprocessor locomotives." A closed loop control system employing microprocessor technology will handle a number of the control functions to monitor and optimize performance in propulsion, braking and adhesion as well as controlling the auxiliaries for maximum fuel efficiency. It will also include built-in diagnostics to aid in troubleshooting. The microprocessor will monitor the control system modules for quick and accurate change-out in case of malfunction.

To improve GE's already impressive fuel efficiency, some major changes have been made in the auxiliary systems. The radiator fan system has been converted from mechanical to electrical drive so that it need be powered only when necessary, and the same applies to the traction motor cooling and dynamic braking system. A clutch has been added to the air compressor drive which will result in an average reduction of 70% in the horsepower required compared to the direct coupled system and should extend air compressor life by reducing its running time.

B36-8 and C36-8 demonstrators are now being tested at Erie, and full production is expected by 1985 with some pre-production units out next year. Five Dash-8 models are planned: B23-8, B30-8, C30-8, B36-8 and C36-8.

DELIVERING DIESELS With the present economic situation, any locomotive orders or deliveries are news. In February EMD began delivery of 25 SD50s to the Seaboard System, 8500-8524, order number 817046. The units are assigned to Corbin, Ky., for coal train service where three SD50s are replacing four SD40-2s on 90-car consists. General Motors Diesel Division in Canada is delivering 30 SD40-2s (6025-6054) and 20 GP38-2s (3021-3040) to CP Rail; they all have "normal" cabs.

NORFOLK SOUTHERN STEAM The N&W/Southern steam programs will operate in 1983 with two steam locomotives: N&W streamlined Class J 4-8-4 611 and the little Savannah & Atlanta 4-6-2 750. The ex-C&O 2-8-4 2716 is in the SR Birmingham steam shop in need of potentially expensive firebox work and is not expected to run in 1983, although future operation has not been ruled out. The 750 may operate many of her trips doubleheaded with diesels if loads exceed her rather limited train-handling capacity. The 611 will work trips out of Chicago and St. Louis in August and put in a full schedule back in N&W home territory in the fall.

THE *EAST WIND* On February 1, 1983, the Maine Central and Boston & Maine inaugurated a new fast piggyback service between Bangor and New Haven. The *East Wind* departs Bangor at noon daily except Sunday with pick-ups slated for Northern Maine Junction, Waterville, Rigby, Lowell, East Deerfield and Springfield, with arrival in New Haven at 4:30 the next morning (its *West Wind* counterpart leaves New Haven at 7:15 p.m. for 11:30 a.m. arrival in Bangor). The new train ties in with the B&M/CV *Rocket* piggybacker at Springfield, Mass. They are piggyback-only and run with a minimum crew, no caboose and generally one unit (MEC's ex-RI U25B 225 was painted in the new Guilford gray especially for the service). The trains are targeted at business now handled by trucks, and the railroad management has high praise for the initiative and cooperation that the rail unions have exhibited in establishing the new service.

B&M REORGANIZATION The next-to-last step in the financial reorganization of the Boston & Maine was accomplished on December 30, 1982, when the Federal court that has been overseeing the railroad's bankruptcy since 1970 approved the company's reorganization plan, which had previously received the blessing of the ICC. Under that plan, holders of the B&M's First Mortgage Bonds would receive approximately $69 million in settlement of their claims, representing principal and interest payments, and relieving the railroad of the debt that forced bankruptcy 13 years ago. Some $24.25 million of that amount would come from Timothy Mellon's Guilford Transportation Industries, while the remaining $45 million represents money that the B&M has generated from the sale of property. GTI would become the sole stockholder of the reorganized company. Creditors were given until February 14, 1983, to accept or reject the plan, but it appeared at press time almost certain that they would accept it and that the B&M would successfully complete the first income-based major railroad reorganization in over 30 years.

Meanwhile, the B&M added a new piece of equipment to its motive power roster as its first road slug began testing in early January. B&M slug 100 was built in the Billerica shops from former Union Pacific GP9 134, and it resembles a cut-down Geep. It is designed to run between a pair of GP40s to give them SD40 equivalent tractive effort at low speed. It will run on the Mechanicville-Portland main line.—TOM NELLIGAN

MORE TROUBLE FOR VIA The political situation surrounding VIA Rail Canada is heating up again. Intercity rail patronage in Canada in 1982 was down by over a million riders from 1981's count of eight million, largely due to the 20% cut in VIA service that took place in November 1981. The ridership drop represents the first in VIA's six-year history. What is even worse for VIA's security is that the carrier's operating losses increased from $398.7 million in 1981 to $440.4 million in 1982, in spite of the route abandonments that government planners claimed would save $145 million in subsidy. While Amtrak covers 50% of its costs through fares, VIA covers only 30%. If capital costs are added to operating subsidy, VIA's cost to the government per passenger carried is about $70.

In November the Canadian Parliament conducted another series of hearings on the future of VIA, with Transport Minister Jean-Luc Pepin taking a position that further cutbacks are necessary. Abandonment studies have reportedly been done on six to twelve VIA routes that could face termination if the budget situation doesn't improve. Except for LRCs on corridor routes, just about everything else in VIA's system could be in jeopardy. Passenger train supporters in Canada face another battle to keep their national system intact—TOM NELLIGAN.

AUTOTRAK? In January 1983 its board of directors authorized Amtrak to begin a "new" service by carrying passengers autos between Lorton, Virginia, and Sanford, Florida.

Sound familiar? It should. It appears that Amtrak will be taking

GENERAL ELECTRIC

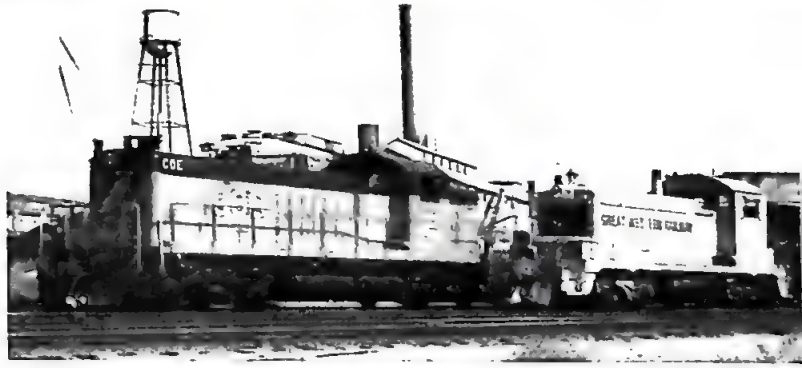
THE NEW B36-8 is now testing at General Electric's plant in Erie, Pa. The first of the "Dash-8" series, demonstrator 606 exhibits a new nose and some interesting contours on its long hood. The basic color is blue with white and red stripes. The Dash-8 units are the first "microprocessor locomotives" which use an on-board computer to monitor control functions. Physical changes include electrically-driven radiator and traction motor cooling fans for fuel savings.

THE GREAT WESTERN has taken out a two-year lease on Colorado & Eastern NW5 986 (below right) along with 994, still in BN livery. The 986 is shown here at Longmont, Co., with GW SW1 63.

THE *EAST WIND* made its first run out of Bangor, Maine, on February 1, 1983, behind MEC ex-RI U25B 225, freshly dressed in new Guilford Transportation gray and orange. The caboooseless piggybacker runs MEC and B&M between Bangor and New Haven in an effort to gain business between Maine and New York City that normally goes the whole distance on the highways. The rail unions agreed to minimum crews for these trains.

BRUCE OWEN NETT

CHIP SHERMAN



over the facilities of the bankrupt Auto-Train, and Amtrak estimates that it will take $4.4 million to purchase equipment for the service and improve the former A-T terminals.

Auto-Train, which began operation in December 1971, was quite successful in its early years and went bust in 1980 after being plagued by several costly derailments and a horribly ill-fated expansion into the Midwest-Florida market. Many financial analysts also felt the company to be under-capitalized.

Amtrak believes the Lorton-Sanford route can still turn a profit if properly managed. It hopes to have the service ready by late 1983 with a combination of daily service during peak seasons and tri-weekly at off-peak to handle an estimated 140,000 passengers a year. Being a government sponsored semi-public agency, Amtrak should have the resources to overcome the thin staff and money problems that haunted Auto-Train. Amtrak is talking confidently of using the profits from the auto-ferry service to help reduce its overall operating deficit.

That same Amtrak board meeting granted the American High Speed Rail Corporation rights to operate in the Los Angeles-San Diego market area—by law, Amtrak holds exclusive rights to intercity rail passenger service in the U.S. While AHSRC would build a new right-of-way for its 160-m.p.h. trains in competition with Amtrak's AT&SF "Surf Line" route, Amtrak will receive a licensing fee (estimated at $8 million per year and a percentage of the profits—if any—when the route becomes operational), plus 2,500 shares of preferred AHSRC stock and representation on its board of directors.

Who says innovation is lacking in government agencies?—WALTER A. APPEL.

THE GREAT WESTERN The winter sugar beet campaign found Colorado's Great Western Ry. short of power with three SW1s and an SW9, so they leased two ex-BN/nee-GN NW5s from Rail Car Corp. NW5 986 is the only locomotive lettered for Rail Car's Denver Stockyards "Colorado & Eastern," which has three miles of railroad presently used primarily for storing dead locomotives. Both NW5s 986 and 994 still wear their BN colors; they are leased for two years and are used only when needed, being stored at the Loveland enginehouse at other times—CHIP SHERMAN.

THE TRUCK STRIKE The strike of independent truckers in early February over the proposed user-tax increases had a good effect on rail business, particularly piggyback deliveries of perishable items. Up in Maine, the Bangor & Aroostook began pulling out some of its approximately 135 available mechanical refrigerator cars to provide emergency potato service to the Aroostook County shippers who normally send about 90% of their spuds by independent truckers from northern Maine to Boston, New York and the rest of the Mid-Atlantic region. The railroads have been getting creative in their rate-making in an effort to regain the lost potato business, and it remains to be seen whether the railroads will come out of the strike with continuing business or will be immediately discarded as simply foul-weather friends.

David Fink talks about the Maine Central

The president of the Maine Central discusses ownership by Timothy Mellon's Guilford Transportation and the planned alliance with the B&M and D&H.

by Bruce Owen Nett

It's a classic building, 222 St. John Street in Portland, Maine, one that has seen many years of service. To be accurate, one might say that it is really three buildings connected by long corridors. The city fathers look at the complex as numbers 222, 224 and 226 St. John Street. Put together it all becomes the home office of the Maine Central Railroad.

There's a new man running the show at "222," which is the wing containing the executive department. Now firmly in charge is David Fink, who came aboard on September 1, 1982, as Maine Central's president. Fink came to 222 as one of the first manifestations of the then-recent acquisition of the railroad by Timothy Mellon's Guilford Industries.

David Fink is Mellon's "railroad man." Now in his fourth decade of railroading, Fink came to the Maine Central with a record of starting at the bottom and rising up the long railroad ladder to his present position at the top. For most of his career he was—and in heart still is—a Pennsylvania Railroad man. As so many others have, Fink started drawing railroad pay while working during summer vacations from college on the Pennsy's track gangs. He then went up through many slots in train service on the "Standard Railroad of the World" and continued his duties with the Penn Central. At one point in his career he ran the New Haven Division of the PC, and ended his PC career as superintendent of the Mohawk & Hudson Division with headquarters in Utica, New York. At that point the PC wanted to move him to another slot but he said,"No."

"With the Pennsy and the Penn Central I moved 13 times in 15 years, and that was enough."

Fink then joined the Ashland Oil Company Construction Division and eventually ended up as vice president of the Ashland Coal Company. He began his association with Timothy Mellon in the mid-1970s when they formed Perma Treat, a Connecticut company organized to produce railroad ties. Then came the Mellon plans to acquire railroads with David Fink leading the way. The purchase of the Maine Central, the plans to acquire the Delaware & Hudson and the program to buy the Boston & Maine certainly caused Fink to resume his direct connection with railroading.

With new ownership and a new leader at the helm it is logical that employees, railfans and the general public are concerned over what is likely to happen to the Maine Central. Rumors are everywhere. As Fink expressed it, "The two greatest sources of rumors are probably the army and railroads."

To that end, much of our discussion with President Fink involved the rumors making the rounds. The session included mutual friend Jerry Angier, the very able leader of The 470 Club, a highly regarded fan group headquartered in Portland.

The first effort was to find out what kind of man David Fink is. Our impression is that he is a very knowledgable railroader who likes nothing better than to make a success of his endeavors. Early in our discussions we learned that he is a man who spends most of his time out on the road.

"Look," he told us, "this railroad is in the business of making money, and we don't make a darn cent in this building. I want to be out where our people are helping make the success we all need." He indicated that a majority of his week—and weekends—is spent out on the road. "Too many railroad executives in the past have had the habit of getting out on the road only once a year or so when they made their annual inspections. Sometimes an employee would work an entire lifetime without ever once laying eyes on the president. It's not going to happen here. I'll be out there, and I want all of my people here in the office to get out there. And its just as important for us to talk with the people working the midnight shift as it is in daytime."

Fink arrived in Portland in a period when the railroad wasn't doing too well, a condition facing most of its neighbors and other carriers.

"Look, we are a basic industry. We move raw materials and finished products for other people. When they don't ship we have problems, but it's far from the end of the road for us. But we've got to be careful."

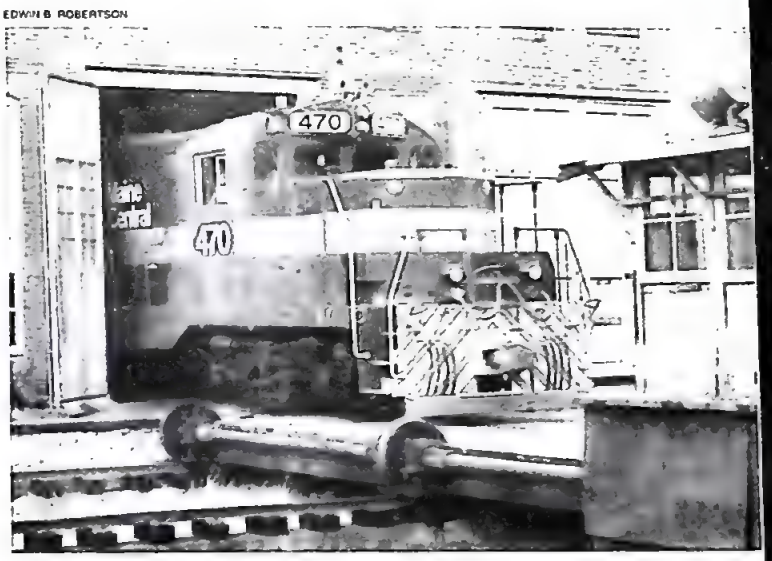
He then handed us some papers from his desk (he is a man who admits that he can do without paperwork) and showed us his latest traffic figures.

"The past records around here indicate that October has

BRUCE OWEN NETT

MAINE CENTRAL President David Fink.

EDWIN B. ROBERTSON



REBUILT GEEP 470 at Waterville Shop, December 30, 1982.

always been the best month for business on the Maine Central, but this year we were down 15% from last year and that is not good. The lifeblood of our business is the pulp and paper industry, and you know what's happened there."

Fink admitted that it's not pleasant to come into a new venture and start closing things down and laying people off.

"We are not a philanthropic organization; we want to make money. But there are times when common business sense makes it vital to reduce services. If we weren't in the midst of an economic recession in this country and the world, we'd not have this slowdown problem in our laps. But we have it, and we must exert every effort to keep our head above water and look for an upturn."

At this point we discussed the many rumors making the rounds of the MEC family. Fink did not hesitate to address these rumors as we asked about them.

RUMOR: The recent close-down of the Maine Central's main shops in Waterville was taken in some quarters as the first sign that similar shops on the B&M would also close with all future work to be performed at the D&H shop in Binghampton.

FINK: "Baloney! The D&H facility you are hearing about in Binghampton is only a gas station. You pump in fuel, wash the windows and kick the tires. But it isn't equipped to handle the work that could be done at Waterville or Billerica. No, we certainly have no plans at this time to permanently close any shops. As for the Waterville shop situation, it is a temporary closing and a temporary measure that will be ended when economic conditions improve. One of the major programs done at Waterville, for example, is car rebuilding. When dollars are scarce it just doesn't make sense to spend money on car rebuilding only to have the completed cars set out on a storage track somewhere. There is also some heavy locomotive repair work that can be delayed for the same reason."

There is another question that has been making the rounds of New England and, especially, Maine. It concerns the Bangor & Aroostook Railroad and whether the Guilford people have any designs on the BAR. In the past Timothy Mellon has denied any interest in acquiring the railroad, although so many people feel that it will happen someday. This talk was strengthened in last October when Fink and BAR President Walter Travis were seen huddling on the MEC business car.

FINK: "We have no plans in place at this time to seek the Bangor & Aroostook. I can't sit here with a straight face and say that it will never happen, but it's nothing we are looking at now. People had better get used to seeing not only myself but other Maine Central people meeting with the BAR people. I feel that it is most important for the two railroads to work closely together because we both have problems to solve."

"What problems?" we asked.

FINK: "One of the problems that both railroads face is the trucking industry and its operations with such customers as the potato business in northern Maine. For so many years the BAR handled many thousands of cars of potatoes with most of them being given to the Maine Central. The railroads lost that business through some pretty poor service, but we've got to get it back. It's been gone for quite a few years, so if we can work together to get it back it will be new business for both of us. So I feel that the two railroads must work together to go after that service which will be good for both of us. We won't get it if we don't meet on a regular basis."

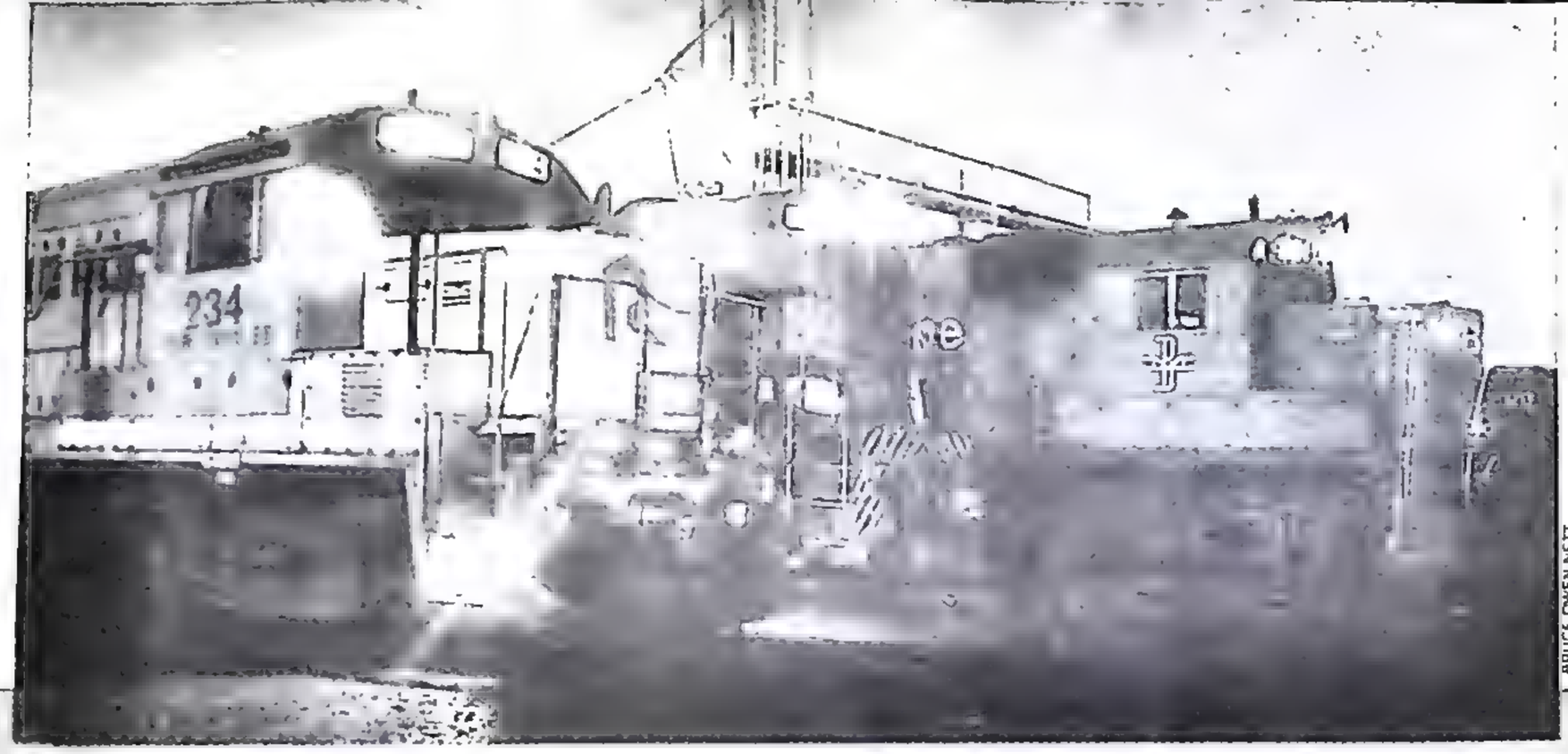
While discussing the relations with the Bangor & Aroostook, Fink decried the cool relationship in the past years during the battle for control between BAR's "Buck" Dumaine and MEC's E. Spencer Miller.

FINK: "It was just stupid."

Does he see the day coming when there will be run-throughs between the MEC and BAR?

FINK: "Sure, why not? What difference does it make whose locomotive is pulling a train on another railroad if, by doing so, the customer will be better served?"

Also discussed were other possible forms of cooperation between the two railroads. It is known that a pilot plan has been looking at the possibility of a cooperative program to move Bunker C oil from the BAR deepwater port at Searsport to the Boise Cascade paper mill at Rumford on an ex-



IN LATE 1982 there developed extensive run-through and power pooling among the MEC, B&M and D&H which found a B&M GP40-2 rubbing shoulders in Bangor with MEC RS11 802 and ex-RI U25B 234; such pooling diminished in the new year.

pedited basis. It is also known that there has been a preliminary meeting between the two roads on a long-discussed plan to build a joint engine facility at Northern Maine Junction. This could also lead to a new joint yard facility at some distant point in time.

The first visible example in Maine of the Mellon family of railroads has been the run-through of B&M and occasionally D&H locomotives into Bangor. At the start-up of this program the B&M was still in the hands of the federal courts, so the arrangement among the three railroads had to be an informal agreement.

According to President Fink this run-through service is being operated on a test basis between Bangor, South Portland and various destinations on the B&M and D&H with East Deerfield, Mechanicville and Binghampton being prime destinations.

Shortly after 8:30 each morning (4:00 a.m. on Mondays) freight BR-4 pulls out of Bangor with the consist already pre-blocked. A strange sight has been the general use of a mid-train caboose (quite frequently a Conrail caboose) as part of the block. Everything behind that caboose is destined for Rigby. At Waterville some additional swtiching is done, with the train then being made up into three blocks: one for Rigby, one for D&H and one for Conrail. Fink indicates that this operation is already saving 16 to 24 hours.

FINK: "We're experimenting with this train to find out the best procedures we can, and we'll take it from there. I would expect that we will see similar service down the line." (At the time of this writing, mid-November, the locomotive run-throughs and pre-blocking were temporarily suspended due to insufficient traffic to warrant the effort.)

One question continually asked of President Fink is about the future of the MEC's Mountain Division, that rugged stretch of iron from Rigby Yard in South Portland that runs north across western Maine and through the White Mountains of New Hampshire to the three-railroad junction of St. Johnsbury, Vermont. In the past the line served as the MEC's outlet, primarily for paper traffic, to the two Canadian transcontinentals, directly at St.J with the Canadian Pacific and via the Lamoille Valley to the Central Vermont/Canadian National at St. Albans. With the B&M connecting with both CV and CP further south at East Deerfield, there has been justifiable concern over the necessity of the MEC Mountain Division connection.

When plans were announced for the combining of the MEC, B&M and D&H into the Guilford organization, strong protests were and are being heard from the State of Vermont on behalf of its Lamoille Valley and from the Canadian Pacific. Fink recognizes the concern expressed in Vermont. "We have no plans to close down that line. It has served this railroad well for many years, and we're just not going to cut it off automatically. We did not come in here to cut back our branch lines. I'm not saying that such a step for the mountain line will never be considered in the future. We are going to be taking a very close look at that line as we will be with some of our other lines. You've got to realize, though, that there isn't very much on-line business along that route; there's a stretch of about a hundred miles of very rugged rail line from a paper mill in Vermont almost into Portland with no on-line business available. We can fully appreciate that our connecting railroads in Vermont are concerned, and we are too. Rather than immediately closing down the line we must work with them to see if any new interchange business might be out there. Once you rip up track, railroading is gone for good. We are not going to cut off any business that may come to us on that line without a very careful and detailed study of what might happen in the future. In recent years there has been a renewed spirit of railroads working together on new programs. There very well may be some new business out there that would benefit the three of us, and we are certainly not going to throw away any such opportunity. It is a very difficult line for us to operate, as everyone knows, and it is also a line that has few customers. But any future decision will be based on a very careful study."

Our final question was one of particular interest to railfans, "Will the three railroads in the Guilford family be merged?"

FINK: "No, each railroad will maintain its own identity, but there will be control from Guilford. We will be formulating some specific directives, and while some of these plans may not seem too helpful on one particular road it will probably have real value on the other two. Such general guidance from Guilford will make the overall operations more effective."

Guilford update

Since Bruce Nett interviewed Mr. Fink, the B&M reorganization under Guilford ownership has been approved, a situation which should also clear the way for acquisition of the D&H. Meanwhile, operations continue to be coordinated while the three companies remain separate. The power pooling evident last fall, however, has diminished substantially. On the MEC itself, Waterville shop has already reopened and has repainted at least three locomotives into the new Guilford Transportation colors. A hot new piggyback train, the *East Wind*, has also been inaugurated between Bangor and New Haven on MEC-B&M.

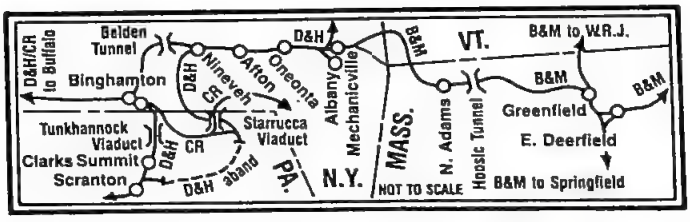
PHOTOGRAPHY J M BOYD

BS-1 D&H 7319, 7610, 7316

Guilford preview

Railfanning between Scranton and E. Deerfield shows Mellon influence on the D&H and B&M. **by Jim Boyd**

On a Wednesday and Thursday, September 29-30, 1982, railfan Steve Esposito and I set off to see what effect Guilford coordination was having on the D&H and B&M. We got to the former-DL&W Taylor Yard in Scranton just before noon to find a mix of D&H EMDs and two C424m's (coupled nose-to-nose) just off freight WR-7. Then arrived BS-1 (top) from Bethlehem Steel in Bethlehem, Pa, with two "dip blue" ex-LV GP38-2s bracketing a traditional D&H GP39-2. The old Taylor depot is now used by MofW forces, while the yard office is nearby in the former "Studio Eight Disco!" We followed BS-1 north over Tunkhannock Viaduct (right) to Binghamton, where we found our first "foreign" power: a B&M GP40-2 and GP38-2 plus an MEC GP38 at the Conklin Yard engine terminal (below) along with the usual D&H power. Downtown, poised south of Bevier St. Yard was symbol BM-2, today a 52-car grain consist from Buffalo to the Port of Albany with two ex-LV GP38-2s, an ex-RDG GP39-2, an ex-LV C420 still in red and a B&M GP18 (bottom right).



BM-2: D&H 7413, 7317, 409, B&M 1850, D&H 7314

EAST BINGHAMTON D&H 2314, 2316, 2309, 453, 5012, 5019, 405, 7411, 7415, 7417, 7409 and 406, MEC 255, B&M 207, 307

BAX-3 B&M 211, 308, 304

FURTHER NORTH at Bevier St. Yard was BAX-3, another 52 cars of Albany-bound grain running as a *B*uffalo-*A*lbany-e*X*tra. BAX-3 had all B&M power, GP38-2 211 and GP40-2s 308 and 304 (**left**). His helpers dropped in from the north and coupled onto the 211; the appearance uphill was a bit odd with one of the D&H's few remaining U33C's, 762, leading hammerhead first with a GP39-2 (**below left**) as the clouds began to roll in. BAX-3 went into a siding and we went ahead to Beldon Tunnel to catch an all-Alco consist on a westbound (**below**) with ex-LV C420 407 leading C424m's 451 and 456 and RS11s 5002 and 5007. They churned past and we headed back to the siding to watch the meet in the day's failing light.

BAX-3 HELPERS D&H 762, 7619

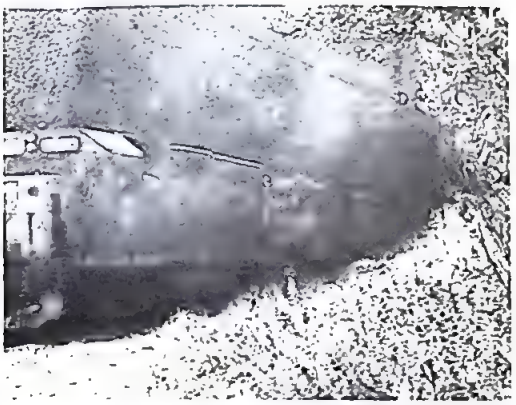
WESTBOUND D&H 407, 451, 456, 5002, 5007

RUEB D&H 7320, 408, 411, B&M 302, 204, 209

WITH THE WESTBOUND'S passing, BAX-3 moved out of the siding (**left**) and on up toward the tunnel. We headed east, and cryptic radio traffic near Afton revealed westbound symbol RUEB (now there's a Guilfordism: *RU*mford, Maine,—*E*ast *B*inghamton) with three units derailed (**above**). His power was three D&H and three B&M. The "Oneonta Helpers," U33Cs 755 and 761, ferried the RUEB hind-end crew back to Afton. Continuing east as BAX-3 came by, we found Oneonta Yard to be a ghost facility full of stored and derelict freight cars. The next morning the D&H side of Mechanicville was deserted and D&H low-nose RS11 5011 was working the B&M side. Yesterday's BS-1 power (**below left**) was in the B&M engine terminal—that dead RS3 has been there for years. Two B&M Geeps and the D&H 5011 were handling the yard chores (**below**). There was nothing due in or out for the next couple of hours so we headed on eastward.

MECHANICVILLE D&H 7319, 7619, 7316, 404, B&M 1547

MECHANICVILLE YARD B&M 1705, 1732, D&H 5011

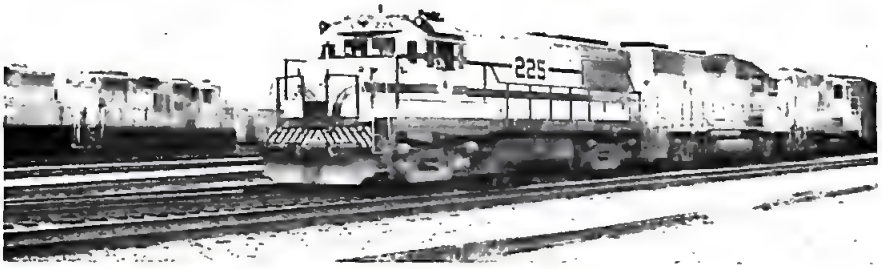


EASTBOUND D&H 7319, 7510, 7316

EAST DEERFIELD NON-B&M: MEC 573, 225; D&H 2301, 7401, 7323, 7410, 7416

POME: D&H 2301, 7401, MEC 573

LAME: MEC 225, D&H 7323, B&M 1848, SPBO: B&M 1736, 1739



THE B&M WAS unusually quiet as we worked our way east enjoying the brilliant autumn foliage. Our first action was at the east—deeply shadowed—end of Hoosic Tunnel as our D&H BS-1 set (top left) rolled into the sunlight with an eastbound which then scampered away from us downhill. We left the train—which seemed to vanish somewhere around Shelburne Falls—and went straight to East Deerfield and into overcast weather. Too bad, for East Deerfield yielded paydirt! There was Maine Central Geep 573 in her splendidly restored old paint scheme of maroon and gold (above). In short order, the "odd" power began to parade out. A grubby D&H U23B and ex-LV GP39-2 had the 573 trailing as it moved out (left) to pick up its POME (*PO*rtland-*ME*chanicville) consist in the yard. At about the same time, MEC ex-RI U25B 225 led a D&H ex-LV GP38-2 and a B&M GP9 out for an LAME (*LA*wrence-*ME*chanicville) which was passed by two B&M Geeps (lower left) on an SPBO (*SP*ringfield-*BO*ston) arriving in the yard. The sun broke through dramatically as the POME moved out (below) to make its double. It was dark by the time either train got on the road, and we called it a day and headed for home. ⊂

What's blue and yellow and in the black?

PHOTOGRAPHY JEFF WILSON

The Corinth & Counce Railroad isn't a typical short line. The Class III, 16-mile long railroad has never owned a steam locomotive, is only 23 years old and makes a big profit.

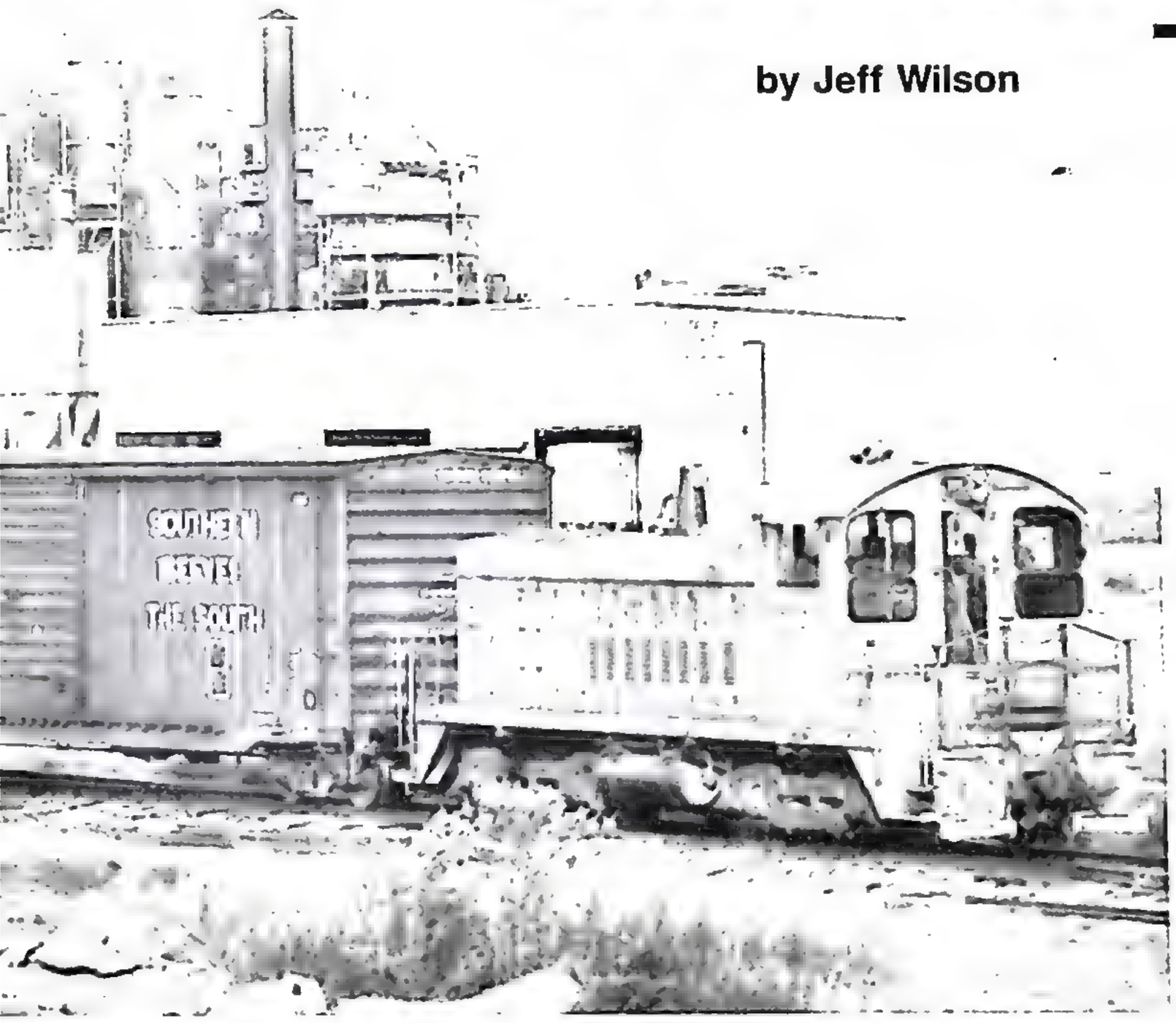
The CCR runs from Counce, Tennessee, to Corinth, Mississippi, where it interchanges with the Southern Railway and Illinois Central Gulf. The traffic is heavy enough to warrant two round trips each day, seven days a week, including holidays. The trains are long enough to require at least two—and sometimes three—of the CCR's present roster of four EMD switchers (an SW900 and three SW1001s). One unit covers the mill switching at Counce.

Although the CCR has 500 Railbox-type 50-foot boxcars leased from Itel, none of the blue-and-yellow cars are in the Incentive Per Diem program you would expect for a short line. "We just needed the cars," said CCR President C.W. Byrd. "Nearly every winter since we've been here we've had a car shortage."

The CCR is owned by Packaging Corporation of America, which is a subsidiary of Tenneco. In the late 1950s, four paper companies wanted to build a mill on the banks of the Tennessee River at Counce, but the site lacked railroad ser-

The Corinth & Counce

by Jeff Wilson



THE DAYTIME SWITCH CREW works the Tennessee River Pulp & Paper mill at Counce with SW900 901; the mill handles about 23,000 cars per year. A typical road job to Corinth (left) has two SW1001s and SW900 902 with boxcars and empty pulpwood racks.

vice. The paper companies obtained a charter for the CCR and built a line to Corinth, an important railroad junction that was the focus of the bloody Civil War battle at nearby Shiloh, Tenn. The CCR was completed in August 1959, the same year construction began. The paper companies were consolidated into Packaging Corporation of America, and PCA was bought by Tenneco in 1970.

CCR Traffic

Tennessee River Pulp & Paper Company gives the CCR about 23,000 cars of traffic each year. Raw products arrive on pulpwood racks, wood chip hoppers and chemical tanks, while boxcars carry the finished products.

Since the line opened, three other industries have been built along the CCR: Republic Steel, Stauffer Chemical and Kimberly-Clark.

Republic Steel at Counce was originally built by Cal-Metal in 1965; Republic took over in 1967 and manufactures pipe there. Republic generates about 2,000 cars of traffic each year with coiled steel arriving in coil cars and pipe departing in gondolas the CCR leases from Southern and ICG.

Stauffer Chemical at Counce opened in 1961 and produces alum for use in paper manufacturing. Stauffer receives about 50 cars of bauxite clay and 180 tank cars of acid each year and ships alum to paper companies, including the Tennessee River Pulp & Paper Company, in tank cars.

Kimberly-Clark, near Corinth, produces non-woven fabric. Although it's in the second phase of a three-phase construction program, it already generates 1,000 carloads per year.

The CCR also provides rail service to the Yellow Creek Port near Iuka, Miss. The Tennessee Valley Authority built and owns the 10-mile branch line, so its mileage isn't included in the CCR's total. The branch connects to the CCR, though, and the CCR is the only railroad with operating rights over the so-called "Yellow Creek Branch."

During the early construction of TVA's Yellow Creek Nuclear Plant, structural steel and other building materials moved in over the CCR. Traffic to the nuclear plant has ended, though, as TVA has stopped building at Yellow Creek as part of nuclear construction slowdown. Also, the rail line and the nuclear plant are on opposite sides of the Tennessee River. TVA built a second line on the other side of the river instead of building a bridge across the river for the first line. The second line doesn't connect with the CCR.

Byrd hopes new industries can be attracted to build along the CCR and the Yellow Creek Branch, although the CCR has little invested in that portion of the line. The Tennessee-Tombigbee Waterway is under construction near the CCR, and Byrd hopes it will help attract new industry to the region. "If we had industry over there, we'd go every day," he said. Mississippi owns 2,000 acres along the Yellow Creek Branch, and they are dedicated to industrial development. The CCR will probably be the rail link for any industries built in the area. Now, though, CCR trains go up the branch only when traffic warrants, and that's rare. A couple of years ago it was twice a week, but the construction slowdown has reduced it.

The Yellow Creek Branch was one of the main reasons the CCR finally bought its first caboose, in 1979. After making a trip up the branch, CCR locomotives can't run around the train for the return to Counce, so the locomotives have to shove on one direction of the trip. ICC rules require someone to ride on the front of the train, so a CCR crew member had to ride on the leading car during the shove, regardless of weather. Now, the caboose can be on the lead during the shove, and crews can ride protected from snow, rain and cold. The caboose is usually omitted from the regular runs between Corinth and Counce, and it spends most of its time sitting on a yard track at Counce.

Daily operations

Although the railroad's main offices are at Counce, the daily round trips for road crews begin at Corinth, where the CCR interchanges with the Southern and ICG. The morning crew begins its shift at 4:00 a.m., while the evening crew begins at 4:00 p.m. The routine for each crew is the same.

After consulting the home office about what to bring to Counce, the three-member crew—conductor, engineer and brakeman—gets the locomotive consist from the sheet-metal engine shed and begins to switch the yard and build a train from the empties on hand

and the cars that have arrived from the Southern and ICG.

Since operations began, crews at Corinth have switched from the southwest end of the yard, which is inconveniently located at the opposite end of the yard from the yard office and parking lot. This was necessary because a state highway crossed the throat of the yard on the northeast end, and switch crews would have blocked the highway too often. This inconvenience was eliminated in October 1982. With with the CCR paying most of the bill, an overpass was built for the highway, and the yard is now worked from the northeast end.

Once the train is assembled, the locomotives couple on to the northeast end of the train and begin the 50-minute journey to Counce. A typical train is 40 cars long, but the record is 93.

The CCR yard is on the east side of Corinth and on the southwest side of Counce, so CCR trains don't spend many miles in settled areas. Most of the route is across pastureland, through forests or along the edge of a swamp. This is a lightly settled area anyway, and the CCR passes through some of the sparsest territory around.

After a meal break upon arrival, the crew begins assembling another train for the return to Corinth. The stub-end yard at Counce is much smaller than the Corinth yard and isn't used much for empty-car storage. The paper company is next to the yard, and the spur to the mill is heavily traveled with crews going there dozens of times a day.

Any switching at Kimberly-Clark is handled on the return trip to Corinth.

C.W. BYRD has been president of CCR since 1959 and was the new railroad's first employee. Customers can "pick up the phone and call the president."

When the crew arrives back at Corinth, it breaks the train down, with cars for the ICG going onto one track and cars for the Southern onto another. Other cars are spotted for the CCR car cleaners and the scales. The Southern and ICG come to the CCR for their interchange.

The end of an eight-hour shift usually coincides with the completion of the switching at Corinth, and the crew goes home. About four hours later the other road crew arrives, and their shift makes another run to Counce and back.

Meanwhile, switch crews work 9:30 a.m. to 5:30 p.m. and 11:00 p.m. to 7:00 a.m. shifts at Counce. They handle cars to and from the paper mill, Stauffer Chemical and Republic Steel. The daytime switch crew also makes the run to Yellow Creek when necessary.

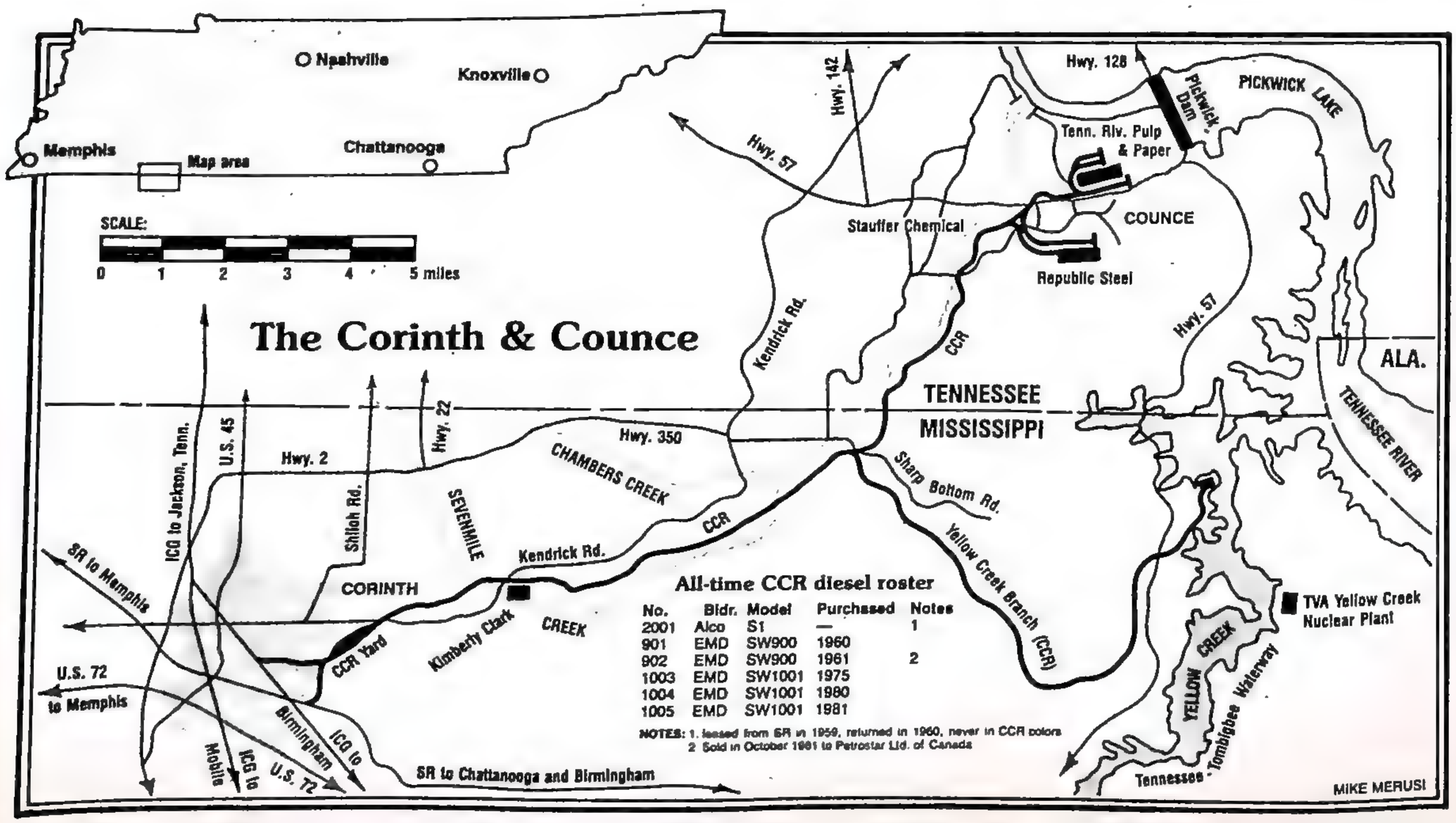
Two locomotives are in the road consist that makes the two round trips between Corinth and Counce each day. The switch crew in Counce uses one locomotive. The fourth locomotive is at the main shop in Counce for maintenance or might be available for the run to Corinth if the train is particularly long. Three-unit consists are rare but possible. Locomotives are rotated among assignments to spread the wear and tear. They always run with the engineer on the south side, though, because all switch stands are on the south side of the track.

The CCR has never offered passenger service, though in 1978 the railroad leased two lounge cars and a power car from the Southern and ran a trip for local government officials and representatives of local industries. A year later, the CCR bought an old caboose from the ICG and refurbished it for use on the Yellow Creek Branch. With a paneled interior and antique caboose stove, it also serves well for hauling dignitaries. It's already been used once for that purpose.

Running a small railroad

CCR officials won't discuss the road's finances, but Interstate Commerce Commission reports show it with net income of $1.7 million from gross revenues of $3.9 million in 1979, the last year the road was required to file a report.

Byrd, who has been the CCR's president since before operations began, attributes the line's success to its youth



All-time CCR diesel roster

No.	Bldr.	Model	Purchased	Notes
2001	Alco	S1	—	1
901	EMD	SW900	1960	
902	EMD	SW900	1961	2
1003	EMD	SW1001	1975	
1004	EMD	SW1001	1980	
1005	EMD	SW1001	1981	

NOTES: 1. leased from SR in 1959, returned in 1960, never in CCR colors
2 Sold in October 1981 to Petrostar Ltd. of Canada

and smallness. "With a real small railroad, you just naturally get into all of it," he said. "A big railroad is much harder to manage. Here, we can put our finger on everything." He added, "We were kind of lucky to be able to start from scratch."

Trucks don't threaten the CCR because most of the commodities the railroad carries couldn't travel economically by truck, Byrd said.

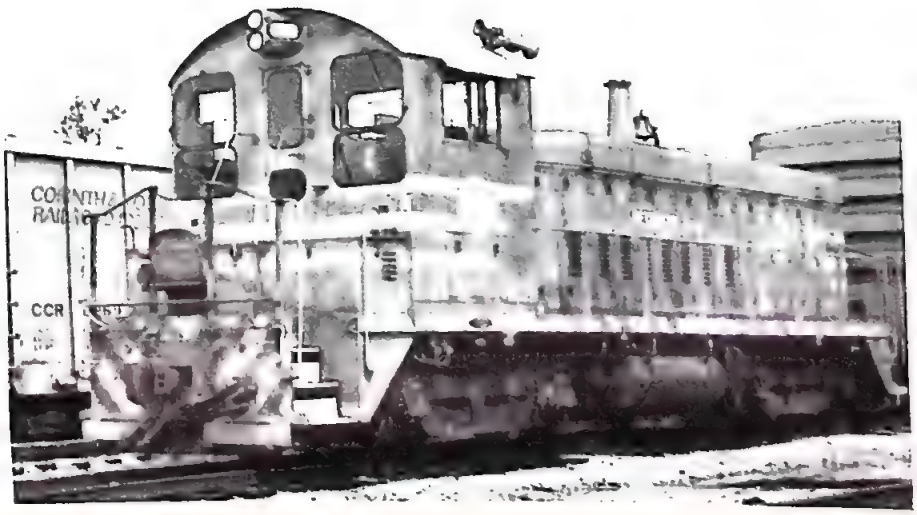
The CCR's three-man crews include an engineer, conductor and brakeman; the line has been able to avoid unionization, which could cut efficiency. The pay is above average for other industries in the CCR's vicinity, and the railroad's 46 employees have never faced a layoff.

"I've been railroading since May of 1947," Byrd said. He joined the CCR on July 1, 1959, and was the railroad's first employee. He had worked for other short lines in the South. In the early days, he was frequently involved in the nitty gritty of running the railroad, sometimes serving as engineer on a work train, but those days are gone.

CCR shippers have an advantage in routing their traffic because the Southern and ICG are competing for the business that originates on the CCR, Byrd said. That's something he points out to industries considering a CCR location.

Customers also have a chance for a better relationship with the CCR's management, he said. "You can pick up the phone and call the president." ⊂

THREE SW1001S like the 1003 (above) make up the CCR roster along with SW900 901. The other SW900, 902, was sold to Petrostar Ltd. of Canada and was shipped out of Corinth (below right) in October 1981. The ex-ICRR caboose is used for back-up moves.



CBS NEWS

Charles Kuralt, CBS News.

"EXPLORING AMERICA: A Passage by Rail"

A radio broadcast with **Charles Kuralt.**
Produced by CBS Radio News.

"Fire-breathing sons of thunder. . .". Those words, delivered in the distinctive voice and style of Charles Kuralt, began a 20-part broadcast over the CBS Radio Network on the weekend of November 20-21, 1982. What followed was a sensitive tribute to America's railroads and railroaders.

Since a radio broadcast, even on a national network like CBS, can be a very fleeting thing, we contacted CBS and got permission to reproduce the broadcast in a series of one-page articles, each depicting one of the four-minute radio segments. Wherever possible, we have acquired photos of the people who were interviewed or delved into our files for appropriate pictures.

The texts as printed are word-for-word as close as possible to the actual broadcast, even to a few grammatical errors. The words spoken by Charles Kuralt are set in Roman-face type, just as this is. Words spoken by people other than Kuralt are printed in *italics.* The only things we have omitted are the occasional sound effects—a steam whistle from the Crab Orchard & Egyptian and a Nathan air whistle off a Santa Maria Valley diesel were used extensively as accent or transition pieces throughout the broadcast—and the commercials for its sponsor, Tru-Value Hardware. As broadcast, each segment would begin with Kuralt's introduction: "Exploring America 1982: A Passage by Rail, a special 20-part broadcast sponsored by Tru-Value Hardware Stores. I'm Charles Kuralt, CBS News." He would then pick up with the lines we have printed in bold as the opening tag for each segment. Where we end each opening tag with our ". . .", he would say, "after this." Then would come the commercial, followed by our text.

At the end of each segment he would conclude "I'm Charles Kuralt, CBS News. This has been Exploring America 1982: A Passage by Rail, a 20-part special broadcast on the CBS Radio Network."

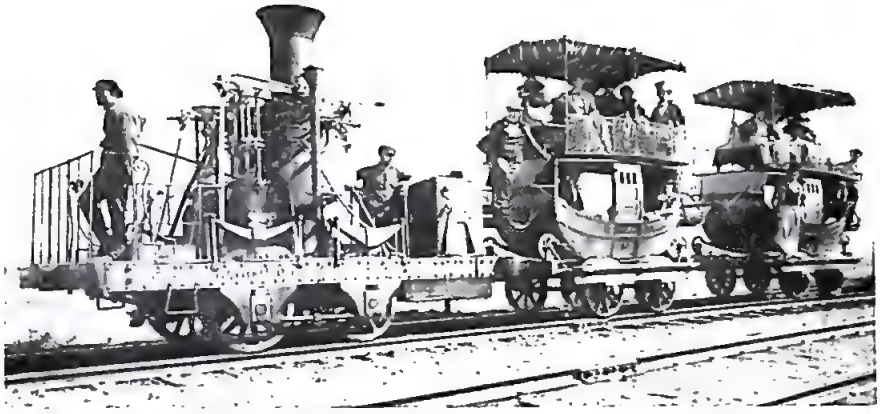
While it was Kuralt's special style and talent that made the broadcast so successful on the air, credit for the content must be given to the two men who went into the field to conduct the interviews, gathered the information and then put it all together in written and useable form: Producers Norman Morris and Peter Freundlich, working out of the New York City office with Coordinator Susan Monahan and Executive Producer Charles R. Reeves. They looked into our world of railroading and observed some things that we often miss.

The full 20 segments will be offered in this and the next two issues of RAILFAN & RAILROAD.

Fire-breathing sons of thunder, snorting steam and belching smoke. The iron horses which gave us a new kind of country . . .

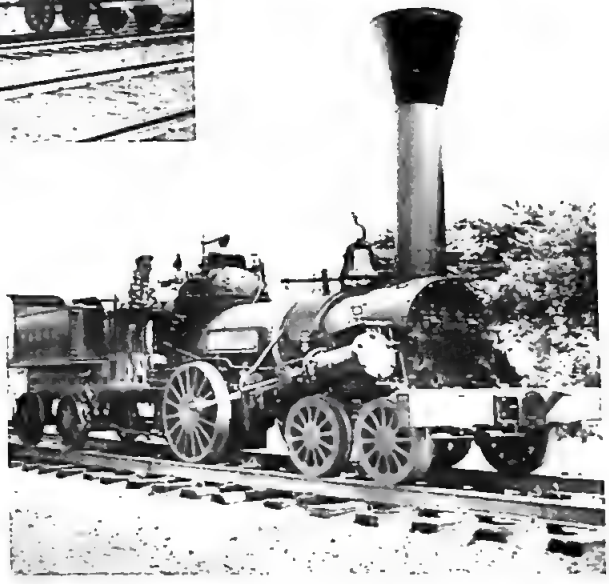
JIM BOYD

The Tom Thumb replica in 1980.



B&O "Grasshopper"-type *Atlantic.*

TWO PHOTOS B&O MUSEUM



B&O *Lafayette.*

What a steed was this iron horse, produced by the imagination of man. Powerful enough to compete against the turnpikes and waterways. Against the great Erie Canal itself.

News that Baltimore merchants had chartered a horse-drawn railway, the B&O, to run all the way to the Ohio, reached inventor Peter Cooper. He asked, "Why not an iron horse?" At the B&O Museum in Baltimore, railroad historian Ray Lichty:

"Peter Cooper suggested that a locomotive could be built that would take the place of a horse, so completely on his own, he went to work on the concept of a locomotive design."

Cooper's locomotive, the *Tom Thumb*, raced against and *almost* beat a courageous stallion. Only a freak mechanical problem lost the race for Peter Cooper, but he had made his point. The *iron* horse was here to stay.

"In the Tom Thumb *there was a single piston which worked an eccentric and through a series of gears moved the engine. One of the next developments was the type of engine called the* Grasshopper. *The arms of these long bars . . . here . . . they would move up and down in a fashion similar to the way a grasshopper would walk. The* Lafayette *would have been a good example of the first locomotives where they had a horizontal boiler and a smokestack on the front, which gives it the more traditional appearance."*

Along came the *Rocket*, the *Racer*, the *Hercules*, the *Sampson*, the *Jupiter*, the *Atlanta*. Steam engines linked the nation.

In the mid-1930s steam surrendered to diesels. They're still building diesels at the huge Electro-Motive Division of General Motors in La Grange, Illinois. GM's Warren Fox:

"Basically, the steam locomotive was replaced by diesel-electrics for a very simple reason. It was the most economical way to get the job done—that's when we had a lot of oil at low prices. It also helped the railroads in many ways. They had 150,000 steam locomotives; they were able to do that same job—and a larger job—with much fewer locomotives, in the range of 50,000."

Yes, but today oil comes at a not-so-low price. Today, some people say steam locomotives will be back. Snorting fire, as in the glory days.

I'm Charles Kuralt, CBS News.

CBS RADIO NETWORK

U S STEEL

It is forged in hellish fire, metal a few inches high, less than a few inches wide. Spiked through anchors into wooden ties, laid on a bed of gravel. Strings of steel set not quite five feet apart by a continent long. The spinning and spiking of rail . . .

"We're now rolling 132-pound section, we'll get five rails of 39 feet length out of each one of those ingots. So in a given turn, if we roll 200 ingots we'll get a thousand rails out of those particular ingots."

Bob Webb manages U.S. Steel's rail mill in Gary, Indiana. The place is a giant forge, its bricks blackened by nearly a century of heat, alive with the dark machinery that blithely moves and turns and squeezes and shapes steel, the color of orange neon, into rail.

When all the steel turning is done, this rail is bound for stillness, as in Barnhart, Texas, on the Santa Fe's San Angelo to Presidio line, where Charlie Nickerson

AT&SF

sees to the rebuilding of the road with the aid of a couple of hundred Navajo John Henrys, like Juan Biguait.

"Hello, Juan. Show us your machine."

"It's a saw . . . rail saw . . . cuts the rail. That's it . . . just like that. Good workin' . . . I like it. Yeh, that's right."

"Navajos are the best, right Juan? On an operation like this where you want the people to stay together and do the same job over and again, you have to have people—a group of people—who get along well with each other and know how to work. And Navajos know how to get along with each other and know how to work."

They make a hundred kinds of clatter in the clear Texas air, punctuated by an unearthly *ZING!* whenever quarter-mile long sections of steel ribbon are mechanically kicked into place. But eventually all the clatter resolves itself into the sound of a single arm wielding a single hammer, settling the steel into the earth, while the cicadas roil the air.

I'm Charles Kuralt, CBS News.

ED WOJTAS

"EXPLORING AMERICA: A Passage by Rail"

Railroad fever swept through 19th Century America, pushing engineering know-how to its outer limits. There were mountains to climb, tunnels to carve, rivers to ford. The job was done, an amazing achievement to look back on. We'll look back . . .

A national radio broadcast commemorated the opening of the longest tunnel in the Western World. Graham MacNamee recorded the event on January 12, 1929, as the *Oriental Limited* made the first eight-mile trip through the Cascade Tunnel in the State of Washington:

THREE PHOTOS BURLINGTON NORTHERN

On January 12, 1929, the first train to pass through the new Cascade Tunnel was the westbound *Oriental Limited* behind boxcab electrics. Now retired, BN Electrical Engineer Walter Grecula (left) accompanied the CBS Radio crew.

"Ladies and gentlemen, the Oriental Limited *of the Great Northern will be with us in a very few moments and we will be ready to start on this great trip, the first train to go through the new Cascade Tunnel. I think that is somewhat . . . there is the train! Did you hear the whistle? Now I believe we're going in a moment; I'll have to hop this train. In the meantime, we return you to our studios in New York City . . .".*

Recently a CBS News producer climbed aboard a Burlington Northern train and completed the same trip through the Cascade Tunnel with Tunnel Engineer Walter Grecula:

"It's very cool; you can see snow up in the mountains there. We're now in the tunnel. It's very dark . . . you can see the lighted bays down the line . . . there are 21 bays in the tunnel. A bay is where we have transformers and we have communications equipment for the radios. We're now going down a one-and-a-half percent grade in the tunnel."

The tunnel runs straight as a rifle barrel, avoiding steep grades and curves, shortening the passage through the Cascades by hours.

"We're probably going about 30 miles per hour right now. It feels a little warmer now, doesn't it? See that little light at the end of the tunnel . . . that's the west portal."

The Cascade Tunnel near Seattle, Washington, an extraordinary eight-mile monument to the imagination and daring of those who built the railroads.

I'm Charles Kuralt, CBS News.

CBS RADIO NETWORK

JERRY MART

Billy Byrd and CO&E 17.

Portrait of a railroad man . . .

Billy Byrd hired out with the Louisville & Nashville in 1941:

"From the time that I knew anything, I knew what I wanted to be."

Billy Byrd's job is running diesels for the L&N, but his *joy* is running steam engines for the Crab Orchard & Egyptian Railroad of Marion, Illiniois. In his heart, Billy Byrd is a steam man.

"You have to run a steam engine. A diesel . . . a diesel runs itself. Of course, you've got to open the throttle, but you just open the throttle wide open and forget about it. The main art in a diesel locomotive is the starting and the stopping, but with the steam engine you have got to know how to synchronize your valve settings—which is done with your reverse lever, there—with the throttle. And I've seen engineers that could take a certain engine and a certain train and lose time on the schedule . . . let another engineer take it and make up time.

If you ever wonder what it was like back in the old days to sit at the throttle of a steam locomotive, ask Billy Byrd:

"I'm not much at puttin' my feelings in words, but I'll tell you what . . . I always liked to catch one on a moonlight night, where that you could see the motion of the rods, lean on that armrest, see the fire dancin' through the firedoor and see that smoke trail back over the train and hear that old girl talk to ya in a language that only you and she understood. And reach up and blow that whistle in a mournful sound . . . that everybody knew it was you.

"I mean you just felt like you was charged with electricity or somethin'—and the thrill stayed with you a long time after you marked off. You just relive it again.

"And when they took steam away, they took the art and the romance out of railroadin'. The steam locomotive was the most human machine that man ever devised. Why, listen at that air pump out there; it sounds just like she's breathin'. Y'hear?"

Engineer Billy Byrd, a poet at the throttle.

I'm Charles Kuralt, CBS News.

"EXPLORING AMERICA: A Passage by Rail"

Getting a handle on time . . .

Before 1883 the *sun* was master of the clock, and celestial variations left the towns of America in crazy-quilt patterns of confusion. Philadelphia was five minutes behind New York; five minutes ahead of Baltimore. The state of Michigan had 38 high noons. In Kansas, the jewelers set the time.

That was no way to run a railroad, and hats off to William F. Allen, a railroad man who helped establish four Standard Time Zones. Thanks to William F. Allen, most of us today *know* what time it is. But that's not necessarily true for folks who live *on* a time zone; say, in Van Horn, Texas, where Mountain and Central Time meet. A CBS News producer asked Gary Lowe for the time:

"Twenty-five after two."

And Cathy Buck:

"Twenty-five minutes after three."

Can Gary Lowe explain?

"I live in Mountain Time Zone, and I work in Central Time Zone; so when I get in the Central Time Zone I don't change my watch, so as not to foul me up on when I get back in my time zone."

City Secretary Becky Brewster:

"It gets confusin' sometimes because we'll have meetings called in El Paso that say 'Meet here at ten o'clock.' Well, in my mind ten o'clock is ten o'clock our time . . . but really it's eleven o'clock."

But what if . . . what if you live right *on* the time line?

"If you go out the back door you'd be in one time zone and the front door another time zone."

"Well, now, the people over at Gifford Hill, they're in Hudspeth County, so they're on Mountain Time, and yet they go by our time here."

Come with us to the Gifford Hill rock crushing plant and see how they handle time. Plant Manger Jerry Beard:

"Say our work time is 7:30 in the mornin', ah, Central Time. We've got an hour's difference there, which we've solved by just going on Central Time at the plant, even though we are in Mountain Time Zone. He lives in Central Time Zone; I live here in Mountain."

How does Jerry Beard set the clocks in his house?

"Aaaaaah . . . heh, heh, heh . . . it's a mess!"

And suppose you live in Gifford Hill but visit the bar in Van Horn near closing time:

"Well, you get used to it. One handy thing about it, you go on Central Time Zone and they close the bars, you can hurry like hell and get to Sierra Blanca and they're still open."

The railroads established time zones, but zones have to meet somewhere—which is too bad for Van Horn, Texas.

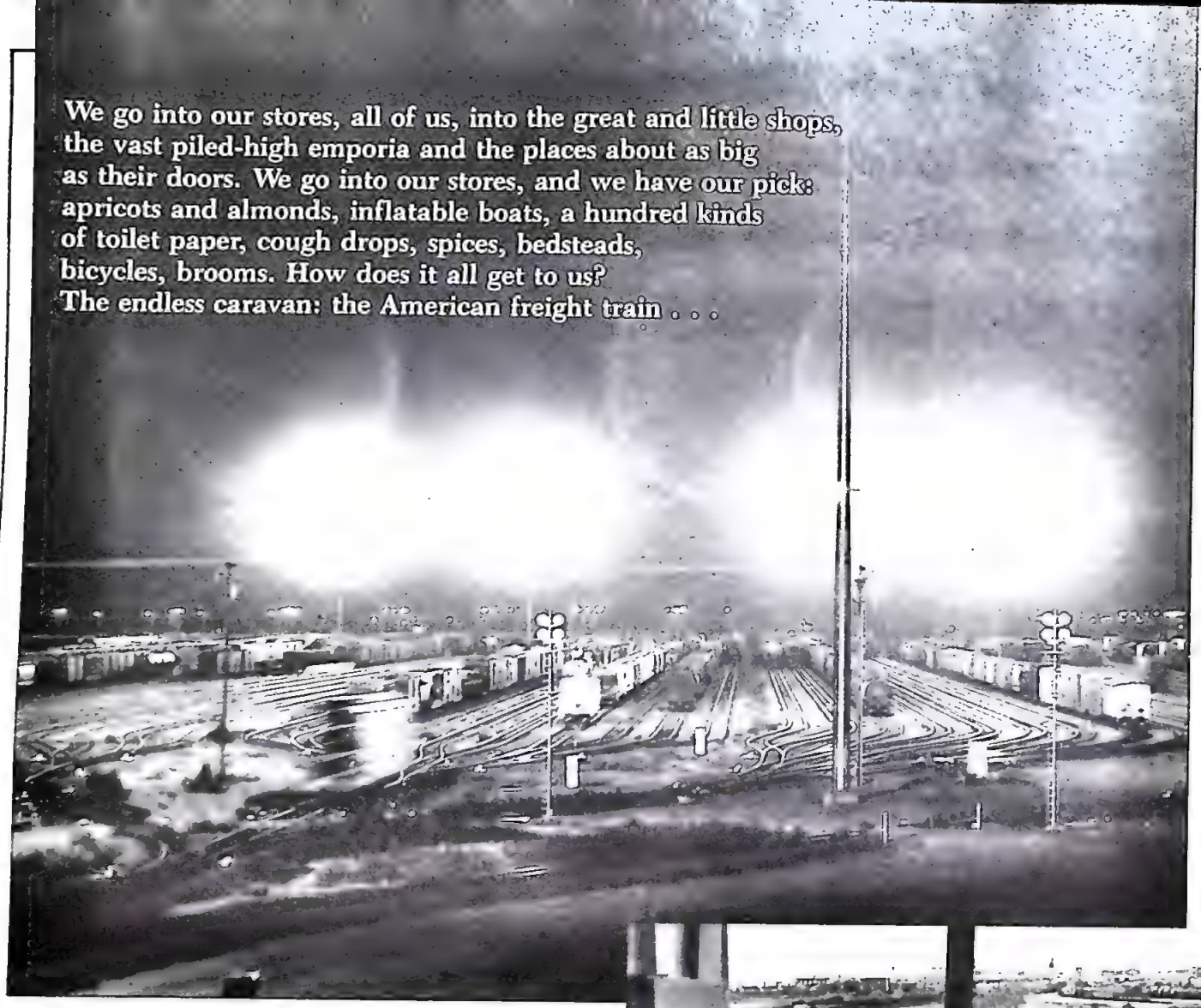
I'm Charles Kuralt, CBS News.

Becky Brewster.

Jerry Beard.

William F. Allen.

CBS RADIO NETWORK


We go into our stores, all of us, into the great and little shops,
the vast piled-high emporia and the places about as big
as their doors. We go into our stores, and we have our pick:
apricots and almonds, inflatable boats, a hundred kinds
of toilet paper, cough drops, spices, bedsteads,
bicycles, brooms. How does it all get to us?
The endless caravan: the American freight train . . .

Heavy-laden freight cars move over a fretwork of track as complex as the cracks in a mud flat or the crows feet around an old-time engineer's eyes. The freight cars bring us what we need and want, but in order to do that they must be sorted out, made up; turned from rolling assortments into trains bound for one place. For one railroad, the Union Pacific, the sorting out occurs at its Bailey Yard in North Platte, Nebraska. Bailey is a classification yard, where stray beads are strung into proper necklaces. Gary Baker superintends the complex, computerized bead-stringing:

"Here's two cars of flour for Fairfield, Utah . . . a car of rubber for the SP . . . a carload of furniture for Salt Lake . . . a car of stoves for Clearfield . . . furniture for Portland . . . beer for Portland . . . and, let's see, a car of plastics for LaSalle . . . . a carload of frozen juice for Stockton, California . . . a carload of tissue for LaSalle, Colorado . . . a carload of wallboard for the connection of the SP at Ogden, our gateway to the Bay area . . . and, ah, some special empties for our soda ash plant at Green River."

UP's Bailey Yard.

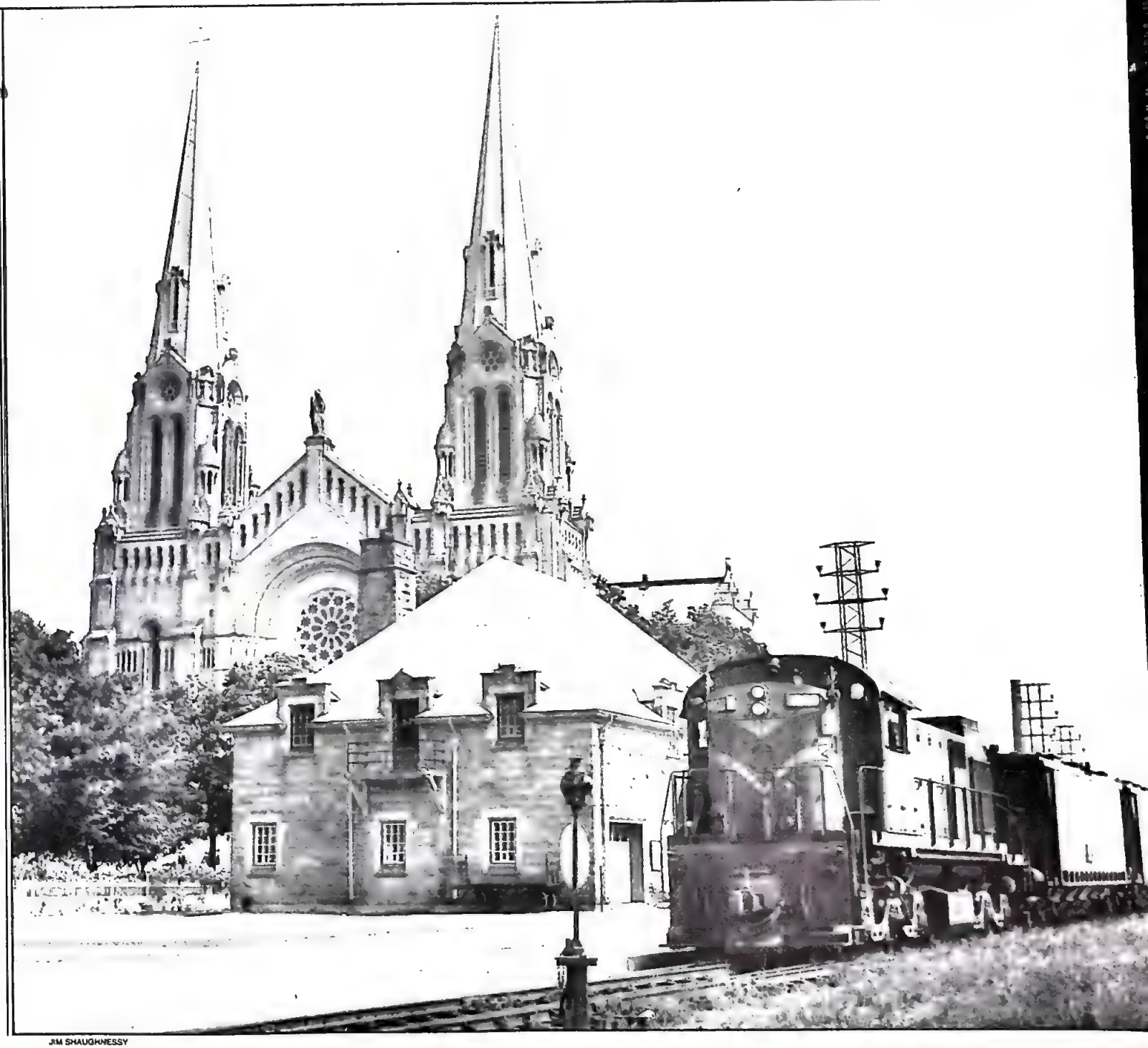
TWO PHOTOS UNION PACIFIC

This is how we come to have our choices. Not from a horn of plenty . . . from a whistle.

I'm Charles Kuralt, CBS News.

"EXPLORING AMERICA: A Passage by Rail"

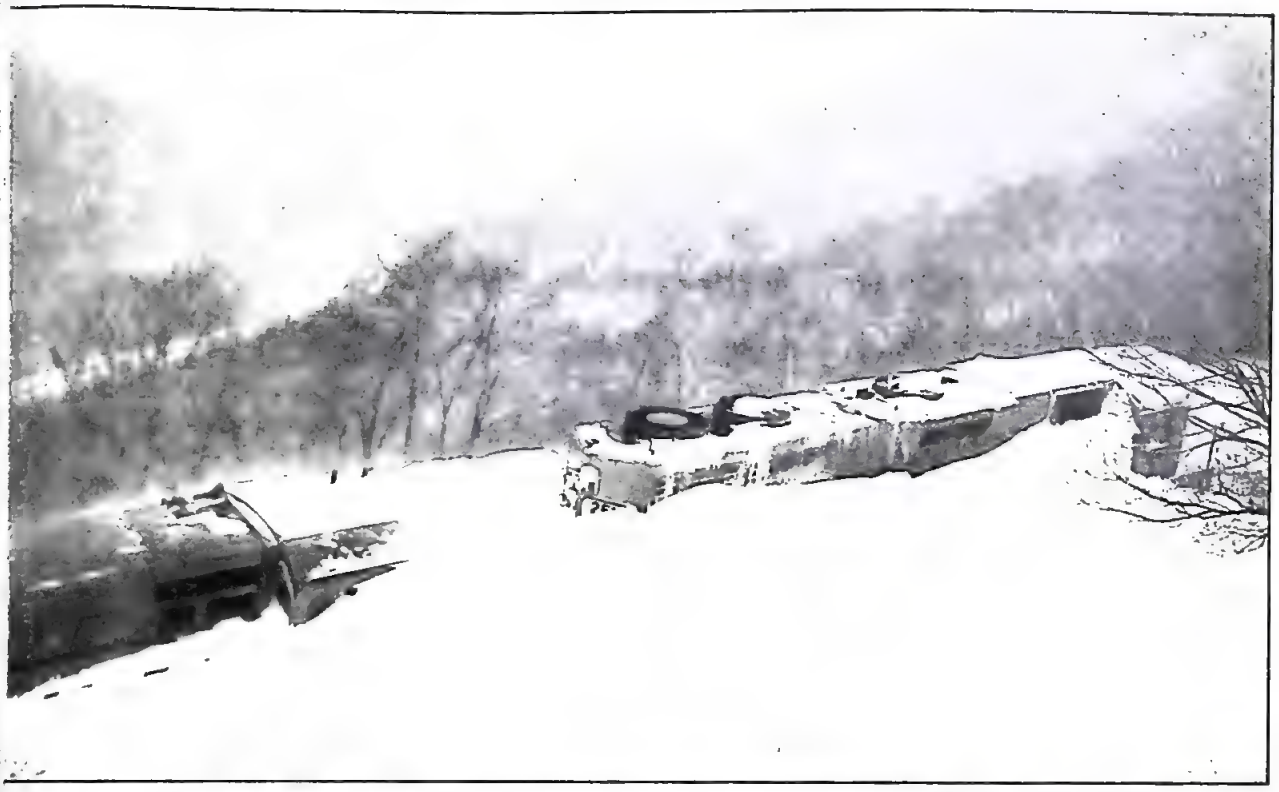
CBS RADIO NETWORK



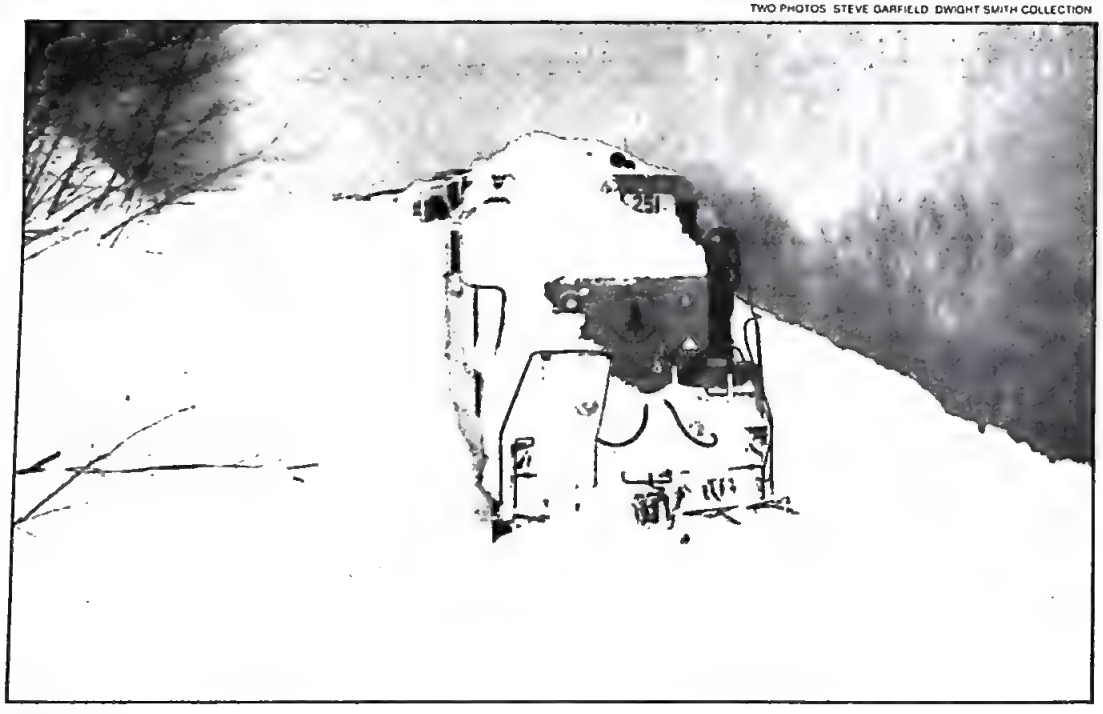
JIM SHAUGHNESSY

BASILICA OF STE. ANNE de BEAUPRE dominates the scene of a CN local at the St. Anne Church station on the old Quebec Railway Light & Power Co.'s former electrified line up the north shore of the St. Lawrence east of Quebec City. That unit, of course, is one of only four RSC24s built by Montreal in 1959 using 12-cylinder 244A engines out of CN FPA2s that were upgraded with 251 engines into the now-famous FPA4s. The odd little road switchers, 1800-1803, rode on A-1-A trucks. This beautiful day was August 26, 1964.

Photo Line



TWO PHOTOS STEVE GARFIELD DWIGHT SMITH COLLECTION



APRIL SNOW inundated Crawford Notch, N.H., on April 7, 1982, stranding Maine Central's St. Johnsbury to Portland "Mountain Job" YR-1 with a GP38 and two U18Bs. That's U.S. Route 302 in the valley.

WR HOOPER

NORFOLK & WESTERN Class J 4-8-4 611 was testing the curves and clearances on the N&W main line between Roanoke and Iaeger, W.Va., on October 19, 1982, as it pulled its consist of hopper cars (right) through Keystone, W.Va., on the climb up to Elkhorn Tunnel. In the following weeks the 611 ran passenger excursions on this line, and N&W was taking no chances with curve problems.

Photo Line

BOB SLAVY

BALLAST for upgrading its former-Milwaukee Road branch between Newport and Metaline Falls, Washington, is being loaded into hoppers for the Pend Oreille Valley Railroad, operated by Kyle Railways. The line serves a large cement plant at Metaline Falls. The handsome red ex-SP RS11 has its task well in hand on this July 19, 1981.

by Ronald N. Johnson

Anticipation was running high on board the train of B&M Buddliners as they rounded the curve, clattering over the deck bridge spanning Artist's Brook and began to dig into the meat of the 3.2% grade leading to the town of North Conway, New Hampshire. Exclamations were heard from the passengers as the snowy beauty of the Mount Washington Valley unfolded on the left side of the train. The Presidential Range loomed in the distance with the king of New England's hills, Mount Washington, poking its head above every other peak at 6288 feet. The engineer could peer far up the tangent rails to what looked like a domed mansion on the right side of the track. As the Buddliners ascended the grade the snow-covered cornfields fell far below the roadbed, giving the illusion of riding a cable car instead of a train.

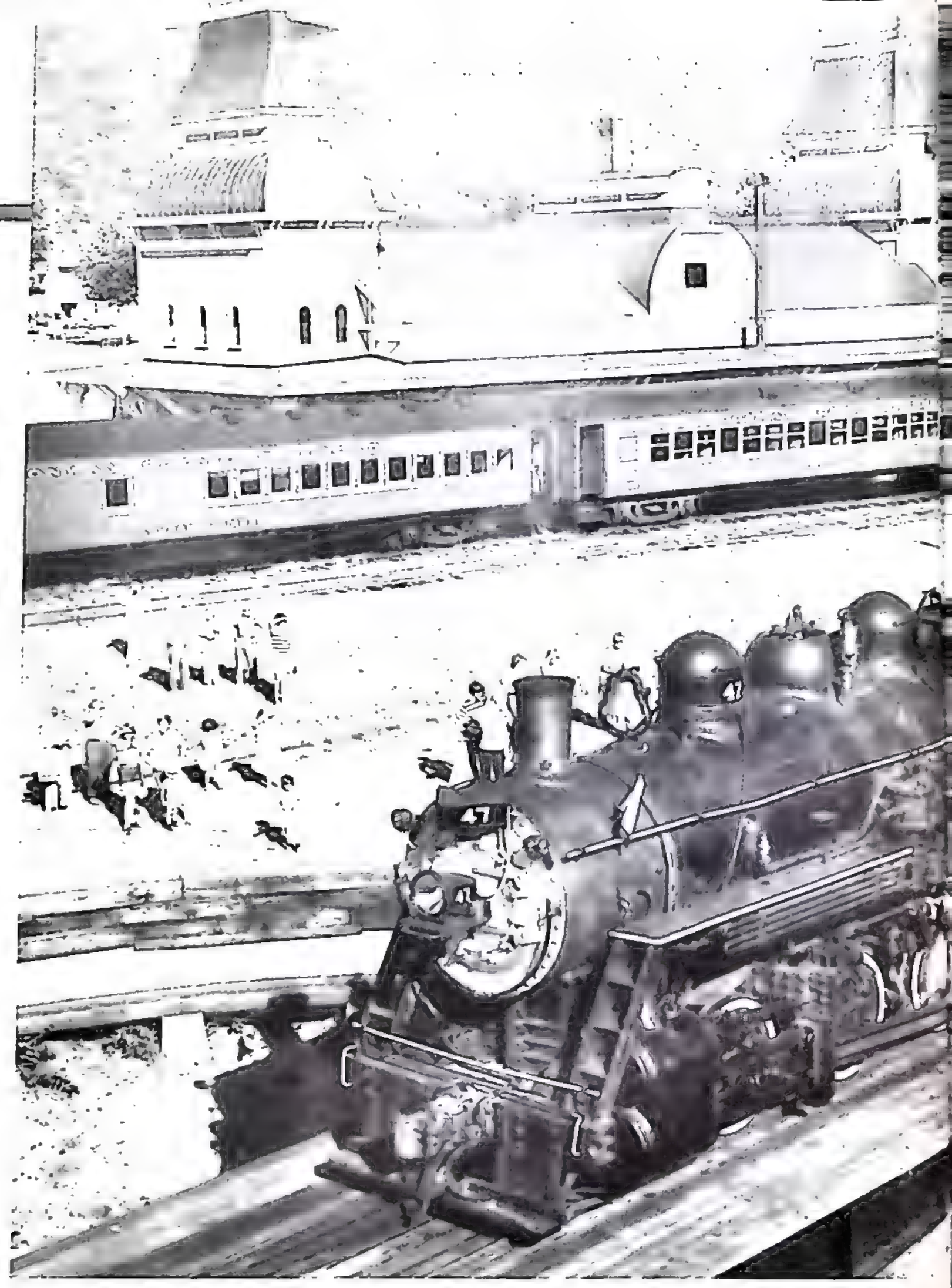
The Buddliners slowed to stop in front of the unique domed depot. For most of the several hundred Massachusetts Bay Railroad Enthusiasts who had ridden from Boston, this was a perfect day to recreate the aura of the old time "Snow Train." For one passenger, Dwight A. Smith of Portland, Maine, a railroad enthusiast and employee of the Boston & Maine Railroad, this February 24, 1968, was to be a date with destiny.

Many of the passengers began to poke around the quaint New Hampshire town, but Dwight lingered to investigate the B&M terminal area. He marveled at the completeness of the facility. Besides the half-dozen-or-so yard tracks, there was still standing a four-stall roundhouse and turntable, freight house and car house. But the real jewel was the twin-spired two-story Victorian station overlooking the town park. Although the cream and maroon building was tattered in appearance, Dwight realized the potential for making an operating museum out of the facilities at North Conway. Thus a dream was born, but it was to be many frustrating years before that dream was to be realized in the birth of the Conway Scenic Railroad.

Before delving into North Conway's railroad renaissance, a look back to the heyday of the Conway branch will help the reader appreciate the rich rail history of this region. During the 1870s, an era of hectic railroad building began in New Hampshire's White Mountains due to a demand for easier transportation into the region by private industry as well as the traveling public. A desire to exploit the northern state's mineral and forest resources and to appreciate first hand the natural beauty of the area attracted businessmen as well as tourists.

Two railroads pushed their way into the region in the late 1860s and early 1870s. After completion of the Mount Washington Cog Railway in 1869, the Boston, Concord & Montreal Railroad began building northeast from Littleton, N.H., via Fabyan to the base station of the cog railway. Another line chartered in 1867, called the Portland & Ogdensburg Railroad, started building west from Portland, Maine, on the eastern seaboard. It had as its eventual destination the Great Lakes at the port of Ogdensburg, N.Y. The P&O route penetrated the White Mountains via North Conway and Crawford Notch. Thus North Conway received its first railroad in the early 1870s.

Not long afterwards North Conway was blessed with another railroad, when the Portsmouth, Great Falls & Conway completed its line into the town in 1873. A year later connection was made with the Portland & Ogdensburg at Inter-



COMPLETING ANOTHER DAY of tourist hauling, 0-6-0 47 steps onto the North Conway turntable. Ex-MEC 44-tonner 15, shown at right southbound about to cross West Side Road, wears the GM&O-inspired maroon with red and gold of the coaches.

Conway Scenic R.R.

New life for a Boston & Maine branch.

PHOTOGRAPHY RONALD N JOHNSON, EXCEPT AS NOTED

vale, 1.6 miles from North Conway. The PGF&C was chartered in 1844 to build from Portsmouth north to Intervale, but due to financial difficulties the track construction was stalled at Union, 36 miles north of Portsmouth in 1854. Passengers transferred to stage coaches to continue their journey north into the White Mountains. It wasn't until 1871 when the line was leased to the Eastern Railroad that track laying began once again.

Much of the final steep 3.2% grade into North Conway was originally wood pile trestle-work, but was later filled in with massive amounts of earth. The land area at the terminal was cramped, and more fill was necessary to make room for a four-stall roundhouse, turntable, freight house and depot. Normally a roundhouse would be located farther away from the depot to avoid excessive amounts of smoke, but because of these space limitations the yard took on a very compact look.

All along the PGF&C route, carpenters erected handsome Victorian stations, many with picturesque steeples and gingerbread trim, but since North Conway was to be the focal point on the line for multitudes of tourists, it was decided to erect an eye-catching masterpiece.

Architect Nathaniel J. Bradlee, who was also a director of both the MEC and B&M, took over design and supervision of the station construction at North Conway in 1874. He was eventually responsible for designing over 500 buildings in New England. The two metal-sheathed domes had a distinctive Muscovite flavor when they were observed thrusting into the north country sky. The depot measured 30 by 100 feet, housing a ticket office, baggage room and large but separate men's and women's waiting rooms on the ground floor. Sliding wooden doors partitioned off half of the waiting area during the cold winter months when pot belly stoves were used for heat. Later steam and then hot water heat was used. Two graceful, curving mahogany staircases reached to the second level where two offices were located. An E. Howard seven-day clock was installed in the center of the second story overlooking the village park.

In 1980 the Eastern Railroad was absorbed into the Boston & Maine rail system. With takeover by the B&M, the 70 rail miles to Intervale, which split from the Boston-Portland main line at Rollinsford, became known as the Conway branch.

Besides passengers, the primary source of revenue on the branch was from the lumber industry. At one time wood products could be observed being loaded at such locations as Milton, Union, Sanbornville, Ossippee and Conway. Regularly scheduled solid ice trains left Sanbornville to serve the fish-packing industry in Boston.

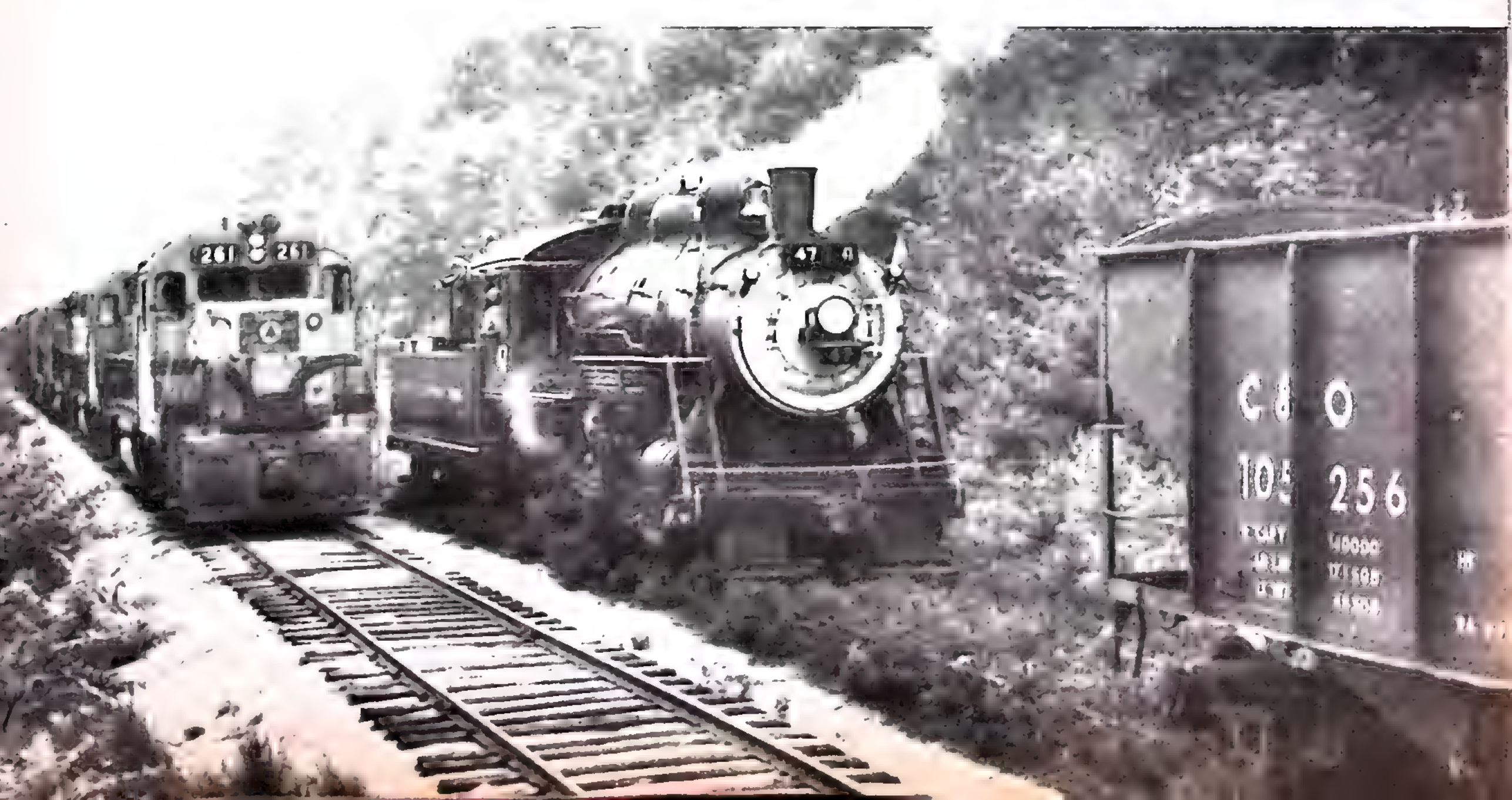
During the late 19th Century nearly a dozen hotels sprang up in the North Conway area and were served by at least two dozen trains daily. A long wooden platform extending out from the south side of the depot connected with the Kearsarge House, the largest of the hotels in the area. The long station platforms were usually piled high with steamer trunks containing belongings necessary for a several-week vacation in North Conway during the summer months.

In the 1930s the ski bug swept the country and thousands of Boston area persons started winter pilgrimages to the White Mountains to swoop down snow-covered slopes on two narrow strips of wood strapped to their feet. Thus was born the famous "Snow Train" era on the Boston & Maine. Summer boarding houses were con-

verted to winter ski lodges to house the hordes of skiers entering the Mount Washington Valley. Mount Cranmore and its unique Skimobile was only a short bus ride from the North Conway depot. "Snow Trains" came up from Boston in as many as five or six sections, and the platforms of the depot became scarred with the passage of skiis, boots and poles. It was an impressive sight during the late '40s to see two pairs of doubleheaded Class P-2 Pacifics lined up in the late Sunday afternoon sunshine with the consists, ready to transport skiers back to Boston. By the mid-50s the "Snow Trains" became a thing of the past as skiers turned to their private autos for transportation to the ski slopes.

During the period after World War II, the typical passenger train was made up of a Class P-2 Pacific, baggage car, RPO, combine and an air-conditioned coach. Freight service was handled by K-8 Consolidations and B-15 Moguls.

A special summer train called the *Mountaineer* was established in the late '40s and was jointly operated by the MEC and B&M. It ran from Boston to Littleton, N.H., via North Conway and Crawford Notch using B&M's *Zephyr*-like three-car articulated train. It was popular for several years.



THE *FLYING YANKEE* streamliner served North Conway as *The Mountaineer* in the 1940s. It is shown here exiting the covered bridge over the Saco River in North Conway; that span was replaced with a girder in 1949. "Snow Trains" were a seasonal tradition at North Conway, and on a Sunday afternoon in the 1930s (right) two Snow Trains behind doubleheaded Pacifics prepare to depart for Boston with homebound skiers. The lead engine is P-3-a 3707, while the rest appear to be Class P-2 Pacifics. In August 1974, 0-6-0 47 has just delivered a hopper (below) to the Maine Central at Intervale.

After dieselization in the mid-'50s, passenger service was handled by an E7, BL2, RS3 or a GP7: Budd RDC-3s were introduced in an unsuccessful attempt to lure passengers back to the rails. All passenger service on the Conway branch ceased as of December 1961.

Abandonment proceedings on the Conway branch began as far back as 1963 when the B&M filed an application with the ICC to abandon the track north of Milton, N.H. When gravel began to be shipped in large quantities from a pit in Ossipee, the railroad withdrew its application.

In 1965 the Massachusetts Bay Division of the Railroad Enthusiasts started organizing annual "Snow Trains" to North Conway using Buddliner equipment. The B&M again began abandonment proceedings in 1969 for the upper 29 miles of the Conway branch from Ossipee to Intervale. Realizing that the opportunities for riding the full length of the branch were growing fewer, the RRE group billed their 1970 winter trip to North Conway as the "last run." Due to legal foot-dragging in abandonment proceedings,

COLLECTION OF WYLIE APTE

an additional two years of "last run" excursions were able to be offered.

Tri-weekly freight service continued to North Conway out of Dover, N.H., in the late '60s and early '70s. The local would work its way up the branch on Mondays, Wednesdays and Fridays, stopping to work the Farmington and Wolfeboro branches plus on-line business before tying up for the night at North Conway. The process would be repeated the following day heading south. The last freight train from North Conway departed on Halloween day in 1972. At that time service was cut back 19 miles to Mount Whittier.

As a way of raising capital for needed improvements on the railroad, the B&M established a policy as far back as the 1920s of selling surplus property. In 1960 the B&M sold the ten-acre terminal including all buildings except the depot, and all track except for the main line and passing track to a Boston realty agency. After passenger service terminated and the station agent's job was abolished, the B&M sold the depot in 1965 to the same realty company.

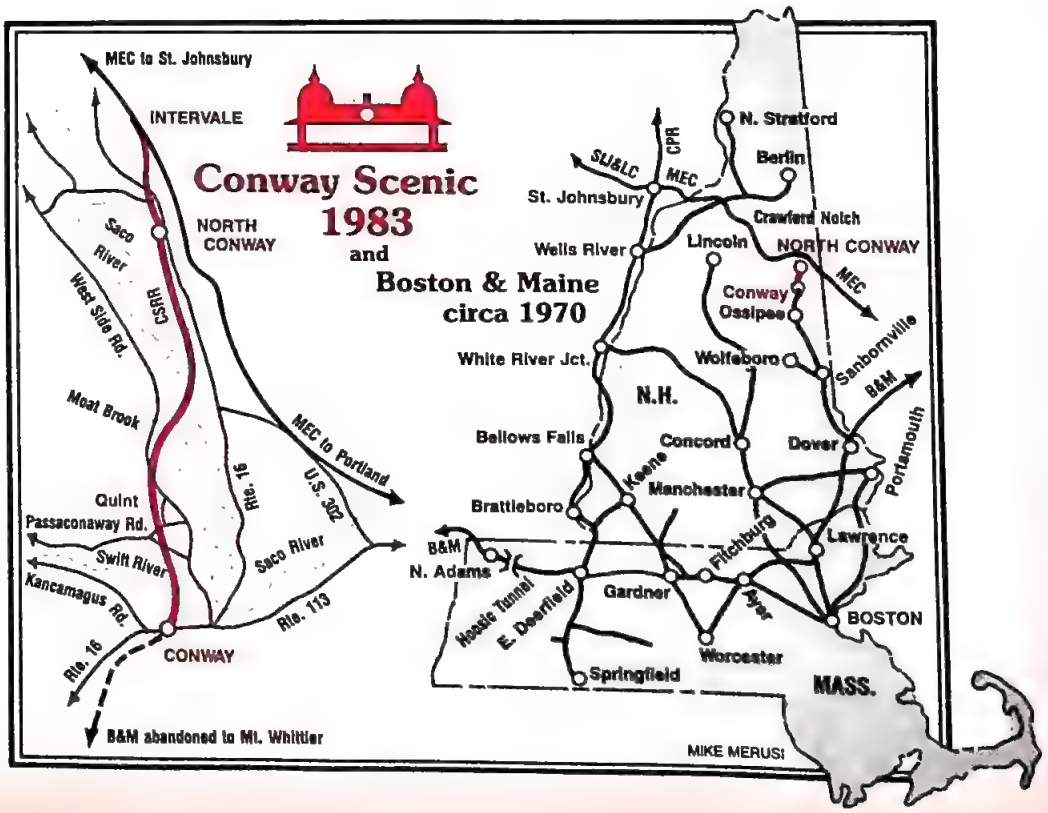
Realizing the possibility for commercial abuse of the prime land, two prominent North Conway businessmen, Carroll Reed and William Levy, organized a partnership called the North Conway Depot Co. and purchased the entire land package including the station from the realty agency. At the time they were not sure of what use could be made of the depot and land area, but felt it was their opportunity to save it for future generations to enjoy.

After returning from his 1968 snow train trip, Dwight Smith immediately began preparations to accomplish his goal of an operating museum in North Conway. When Dwight approached the two owners about utilizing the depot and terminal area in conjunction with a museum and train ride, they became intrigued with the idea provided that arrangements could be worked out with the B&M for use of the track.

It was anticipated that with the B&M's known desire to rid itself of the upper end of the Conway branch that it would be only a short time before the North Conway Depot Co. would have title to the main line and passing track. With this bright hope in mind Dwight went ahead in April 1968 to purchase the former Canadian National Class O-18-a 0-6-0 7470 stored in a roundhouse in Sarnia, Ontario. It had last been used by a sugar refinery in Wallaceburg, Ontario, in the early '60s. Built in the Grand Trunk's shops in 1921, the engine spent most of its career switching various yards on the CN.

Renumbered 47, the locomotive was brought to the Portland Terminal's Rigby Yard in South Portland, Maine. The rusty hulk beside the enginehouse attracted a great deal of attention from passers by on nearby Route 1. A small, dedicated band of volunteers began an extensive restoration effort to rectify years of storage. It took three years of getting black and grimy on weekends to complete the bulk of the revitalization.

In April 1971 the steam locomotive was ready to depart for its new home in North Conway. The 47 was towed by



B&M local train service to Dover, N.H., and then up the Conway branch to reside in the roundhouse. But it was to be several seasons before the engine would feel the warmth of a coal fire in its firebox.

After the acquisition of a locomotive, Dwight and friends went ahead and acquired some rolling stock. Included were two coaches from the Maine Central, two Central New Jersey steel coaches, an ex-MEC baggage-mail car, an ex-D&H combine and five boxcars, four of which were converted to open cars nicknamed "Cinder Collector Club Cars."

Although progress was being made in acquiring the necessary equipment to operate an excursion train, the three partners were enduring frustration after frustration in obtaining the main line rails. Even though the B&M knew of the North Conway Depot Co.'s desire to purchase and operate the upper section of the branch between Conway and North Conway, they steadfastly refused to negotiate in good faith with the potential operators.

During the summer of 1972, volunteers worked to replace rotted wood and laid a new covering on the roof of the roundhouse. In that same year the ICC handed down an order granting permission for the B&M to abandon the upper 19 miles of the branch with the stipulation that the line be sold for not less than salvage value to anyone desiring to operate the line. In spite of this order the B&M advertised publicly in North Conway and Boston newspapers that they wished to sell the right-of-way with or without the tracks. When the sealed bids were opened on December 12, 1972, the North Conway Depot Company found themselves outbid by a local land developer.

In a last ditch effort, the North Conway Depot Company took the issue of open bidding to court, and after several more battles the B&M finally accepted a large check from the North Conway Depot Company. They handed over a deed for the 7½ miles of right-of-way between Conway and Intervale to the new operators on September 4, 1974. With this last hurdle overcome, the three partners disbanded the North Conway Depot Company and organized a new corporation called Conway Scenic Railroad, Inc.

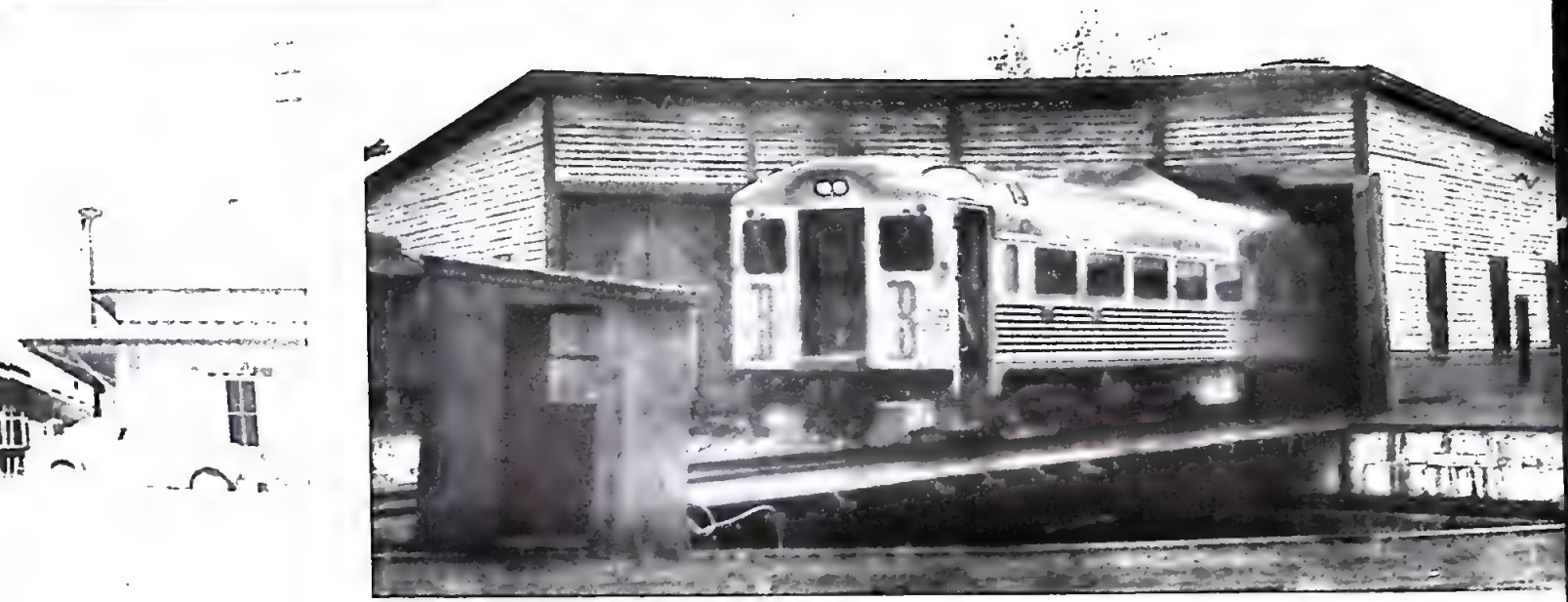
In early 1974, it had become evident that title to the track was near at hand, so preparations for summer operation had began in earnest. The 75 and 85-pound rail was in remarkably good shape, requiring only some lifting of joints and realigning. The yard and right-of-way had been nearly taken over by a jungle-like growth of brush and debris, which had to be cleared, mostly by hand.

The depot, which was to be the focal point of the operation, received major attention inside and out. The interior plaster walls and ceilings were crumbling and so were replaced with new materials. New wiring, lighting and modern washrooms were installed. The floor was sanded and several coats of polyurethane brought back its original lustre. A museum of New England rail-

ALAN THOMAS

DICK HAMILTON COLLECTION

IN FEBRUARY 1953, three snow trains are ready to depart North Conway behind a pair of E7s, a Geep and a single E7. A typical regular train would have been the afternoon No. 2918 to Dover that continued to Boston as No. 174 with an E7 and four cars. Waiting an hour at Dover for *The Kennebec* would get you into Boston 50 minutes earlier, though.



ALAN THOMAS

BOSTON & MAINE had boiler-equipped BL2s running into North Conway; the 1553 is shown at the Conway depot in the late 1950s. Of similar vintage is the Buddliner emerging from Stall One of the North Conway roundhouse—the scene hasn't changed much today.

roadiana was set up in one of the waiting rooms and a gift shop in the other. A snack bar was constructed in the old baggage area. Even the old ticket office was revitalized with such authentic additions as a roll-top desk, telegraph instruments, and working train order semaphore.

The exterior had not received a coat of paint in at least 20 years and so consumed paint at a fearful rate. The basic hue of the station became gold with brown and white trim. The metal domes glistened with a coat of "Aztec Copper" used on 1974 Cadillacs. Flower boxes were installed by the local townspeople. New paved platforms were constructed along with parking lot grading.

As the summer of 1974 wore on the pace of preparations before operation grew to feverish proportions. Finally on Friday, August 2, the ex-CN six-wheeler's firebox felt the warmth of a fire for the first time in over twelve years. By 10:00 that evening, under a full head of steam, 47 inched out of the roundhouse and stepped gingerly onto the turntable, oozing steam into the night air like some ghost out of the past. One loud whistle blast echoed through the town, heralding the triumphant return of steam to the Mount Washington Valley.

During August, three or four daily trips were scheduled. After concluding the season's last run on October 20th, Dwight, along with the many volunteers, realized that his dream had finally come true with much hard work and determination.

Realizing a need for a back-up engine to spare the 50-year-old 0-6-0, a corporation of interested CSRR backers was formed to purchase a 30-year-old 44-ton General Electric diesel locomotive, the Maine Central 15, in January 1975. The diesel has more than earned its board in Stall Four by providing on-the-spot back-up service when the steam locomotive is down for inevitable repairs and maintenance. The small diesel is also used for regular passenger service during slack seasons and provided useful yard switching and work train service.

About a year after its acquisition, CSRR purchased the diesel from Locomotive Fifteen Corporation, and the latter group turned their attention to acquiring a second steam locomotive. In August 1976 the corporation bought an oil burning 2-6-2, number 108, from the Reader Railroad in Arkansas with an eye for fuel economy and less smoke pollution.

The 108 arrived at North Conway loaded on a flatcar in the summer of 1976. After considerable restoration the 108, in a fresh coat of Southern green paint, was placed in service in August 1977.

CSRR added a fourth locomotive to its stable when it bought an ex-Portland Terminal Alco S-4 1055, built in 1950, which arrived on the property in December 1981. It has been repainted into its original colors of black with red and white nose stripes and white lettering.

NORTON D. CLARK

Conway Scenic's Dwight Smith

Although born as a son of a sea captain in Baltimore, Maryland, Dwight Smith's attention turned from the sea to electric trains at an early age. His interest in the real thing blossomed while watching Montpelier & Wells River 4-4-0s chuff by his family's front porch as a small child at their summer home in Groton, Vermont.

The photography bug bit in the early '50s when he started taking pictures of the last of main line steam and early diesels. Since then he has sold most of his collection of black & white negatives but retains about 5000 color slides and some 2000 feet of 16mm movie film.

In 1956 he became general manager of the B&M-owned Springfield Terminal Railroad, New England's last trolley freight line. To trim expenses he sold the old equipment and dieselized the line with a 44-tonner. A snowplow, line car and a passenger car went to the Connecticut Electric Railway Association at Warehouse Point, where they may be seen in operation today.

While in the U.S. Navy between 1943 and 1946, Dwight logged an impressive three one-way trips by coach train travel from coast to coast in one month, a feat that may be unmatched by anyone.

Dwight continues to log impressive travel statistics on rail-oriented trips all over the country with his long-time friend Emmons Lancaster, who works for the Maine Central and is vice president-engineering on the Conway Scenic. What is unusual about these men is that even though they both call the railroad their vocation, they still view it as their hobby as well.

Dwight has been active in many rail organizations, primarily the RRE and 470 Railroad Club, serving the latter as editor of their monthly newsletter for many years. In 1967 he assembled a complete railfan's guide to Maine, New Hampshire and Vermont entitled *Northern Rails*. Although now out of print in its original form, the booklet has been updated by the 470 Railroad Club.

In addition to his three-year stint on the Springfield Terminal, Dwight spent 23 years in the traffic department of the Boston & Maine, the last 14 years in Portland, Maine, as regional sales manager. Just prior to his new career as part owner, president and general manager of Conway Scenic, he spent less than a year as traffic manager of the Providence & Worcester Railroad.

His wife Gertrude (Gee), though not an avowed rail buff, gladly participates in many areas of Conway Scenic operation, including the management of the Brass Whistle gift shop in the depot. She has been greatly supportive through Dwight's many rail endeavors. The Smiths have five children, and their youngest son, Ralph, has worked summers as ticket agent on CSRR.

As general manager of the CSRR, it is Dwight's primary job to supervise the departures and arrivals of each of the four or five trips daily during the 5½ months of regular operation. However, he does not hibernate in the ticket office but is busily overseeing all facets of operation from ordering coal to painting projects and locomotive overhaul. He is lucky if he can grab one day off during the week. In the winter the hectic pace slows down somewhat, but there is still the endless bookkeeping to bring up to date, many off-season maintenance and restoration projects to attend to, and, of course, planning and marketing for the next season, just around the corner.

It takes a special knack to encourage employees to do their very best with a cheerful attitude, and a close camaraderie among workers has developed. This can be especially sensed at the annual railroad banquet when slides are shown of the year's progress and Dwight bestows words of praise on his Conway Scenic family.

Although an exuberant railfan, Dwight tempers his enthusiasm with a rare combination of keen business sense and frugal management. This has resulted in a tourist railroad on firm financial footing without sacrificing tasteful restoration and overall historic New England rail flavor—RON JOHNSON.

Scattered around the yard at North Conway are a number of cabooses, coaches and flangers in various stages of restoration, owned by CSRR employees or private individuals from as far away as Florida who pay a certain amount per year for track rental space. New England railroads such as BAR, MEC, CV, GT, B&M, PT and B&ML are represented. Perhaps the plum of the New England antique rail collection at North Conway is B&M F7 diesel 4266 which is on lease from the B&M to the 470 Railroad Club for five years. It has been restored by 470 Club members to its original exterior condition of maroon with yellow striping and B&M lettering.

Dwight Smith's private Pullman car, *Gertrude Emma*, a six-compartment observation lounge car, was built in 1898 for the *Pennsylvania Limited*. The car now carries its original "Yellow Kid" colors of red, cream and brewster green. The interior is gradually being stripped of old paint to reveal beautiful inlaid and carved exotic wood paneling. The car was found on the Bangor & Aroostook, where it had spent several years as the observation parlor-cafe *Penobscot* before being downgraded in 1938 to work train service. An identical Pullman, one of four built for the 1898 *Pennsylvania Limited*, was also discovered on the BAR and brought to North Conway. It has received a coat of Pullman green paint and lettered Bangor & Aroostook, while awaiting interior restoration.

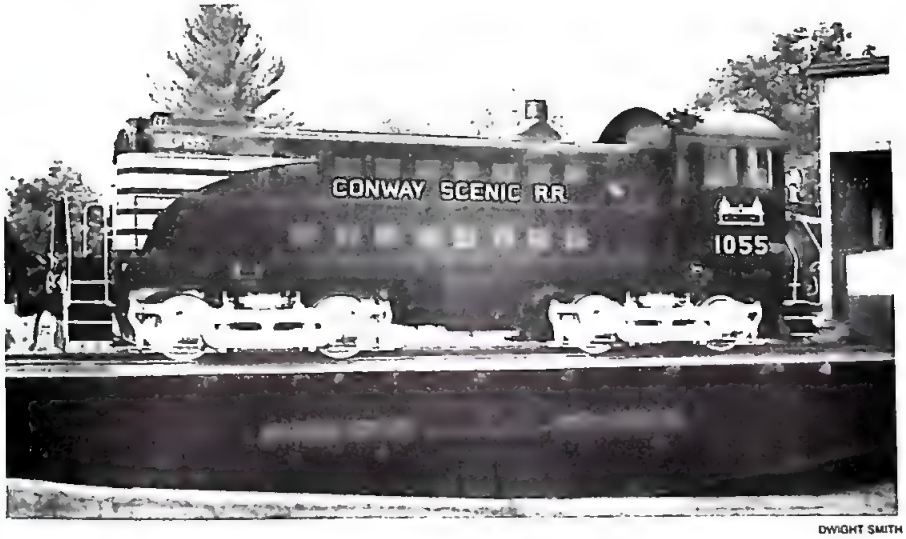
An ex-Portland Terminal snowplow is used on occasion during the winter months.

An operational wig-wag signal, which used to protect a MEC crossing at Steep Falls, Maine, has been installed at the entrance to the yard area. A semaphore, which used to stand at Belgrade, Maine, has been put up at the top of the grade at the south end of the yard.

The freight house serves a two-fold purpose. It is utilized as a carpenter and paint shop, while one end houses the HO layout of the North Conway Model Railroad Club. The setup depicts the North Conway yard in miniature, complete with replicas of all the buildings on the property. One corner of the layout features a scaled-down version of Crawford Notch with Frankenstein trestle and the stone mass called "The Gateway."

Besides a new roof, the roundhouse has undergone interior renovation. The first two stalls have been partitioned off and two large pot belly stoves installed so that repairs to coaches and locomotives may continue during the winter months. A machine shop has been set up in the back of Stall Two for custom metal work. Stall Three contains the MEC mail-baggage car where a myriad

THE ROUNDHOUSE and turntable remaining intact along with the magnificent depot made North Conway a natural for a tourist railroad. The CSRR's newest piece of working motive power is ex-Portland Terminal Alco S4 1055 (see page 67 for color).



DWIGHT SMITH

of spare parts is stored. Since future traffic demands may necessitate the need for a third steam locomotive, a smoke jack has been located in the roof above Stall Three. A double use is made of Stall Four, which is home for the 44 tonner and also is used as a movie and slide theater where well over 100 persons may view programs, often to the background sounds of live steam being bedded down for the night.

A former-B&M baggage car set on the ground next to the roundhouse serves as the bunkhouse for CSRR personel. It is outfitted with a hot air furnace, shower, kitchen and beds.

A typical day on the Conway Scenic Railroad begins at 8:00 a.m. with the steam locomotive receiving its usual manicure and grooming. While steam pressure is gradually built up, the fireman goes about his task of lubricating the running gear and wiping down the locomotive. At 10:00, under a full head of steam, the engine slowly inches out of the roundhouse, bathed in its own vapor. Thumping carefully onto the turntable, the locomotive is balanced so that air from its tanks may be used to operate the turning mechanism. This sight is repeated in few places in the United States on a daily basis during the summer.

The locomotive backs down the main line for a test run before coupling on to a string of four or five open and closed coaches. At 11:00 a.m. the "All Aboard" call is given and the first trip of the day departs southward from the Victorian depot. The northward-facing steam locomotives operate the southbound trip running tender-first.

Just past the North Conway fire station next to the depot, the train crosses a portion of the North Conway Country Club's 18-hole golf course with the first tee to the left side of the right-of-way and the first green on the opposite side. All play must cease when the train is passing. A panoramic vista of the Moat Mountain Range, including Cathedral and White Horse Ledges, greets the passenger while descending the 3.2% grade, the steepest common carrier railroad grade in New Hampshire.

As the train trundles through the valley it passes a modern sawmill. During the boom years of 1906-'20, logging trains shuttled back and forth over the Conway branch hauling raw and finished products from the sawmills of the Conway Company at Conway, N.H. A campground is passed on the shore of the Saco River, a favorite for canoeists. The river is spanned on a girder bridge.

The CSRR excursion train travels through several fields where large herds of dairy cattle graze. Eastern Slope Farm which is nearby boasts the largest dairy herd in New Hampshire with

over 500 head of Holstein cattle. At the end of one field a 225-foot wood pile trestle crosses Moat Brook. Alternating sections of dense woods and small settlements are observed before the train crosses the Swift River on a truss bridge.

Approaching the town of Conway, the right-of-way passes the playing field and buildings of Kennett High School. On the right side of the train one may look across to Mount Chocorua and up the valley to the Presidential Range with Mount Washington in full view on clear days.

Route 16, the main highway to the White Mountains from the south, crosses the track in the town of Conway. The depot was razed in the '60s to make room for a highway relocation. Only an old feed store and freight house remain where the excursion train terminates. Besides the main line there are several sidings and a passing track. The locomotive runs around the coaches and operates forward on the return to North Conway. The locomotives face north so that the engineer is on the depot platform side at North Conway and to have the train in proper order for the dramatic uphill climb and arrival at North Conway.

The passenger waiting at the North Conway depot to take the next trip are treated to an impressive introduction to steam railroading as they watch the returning locomotive throw its weight into the 3.2% grade with sharp exhaust and blasting whistle resounding across the mountain valley. Even seasoned employees never tire of the show.

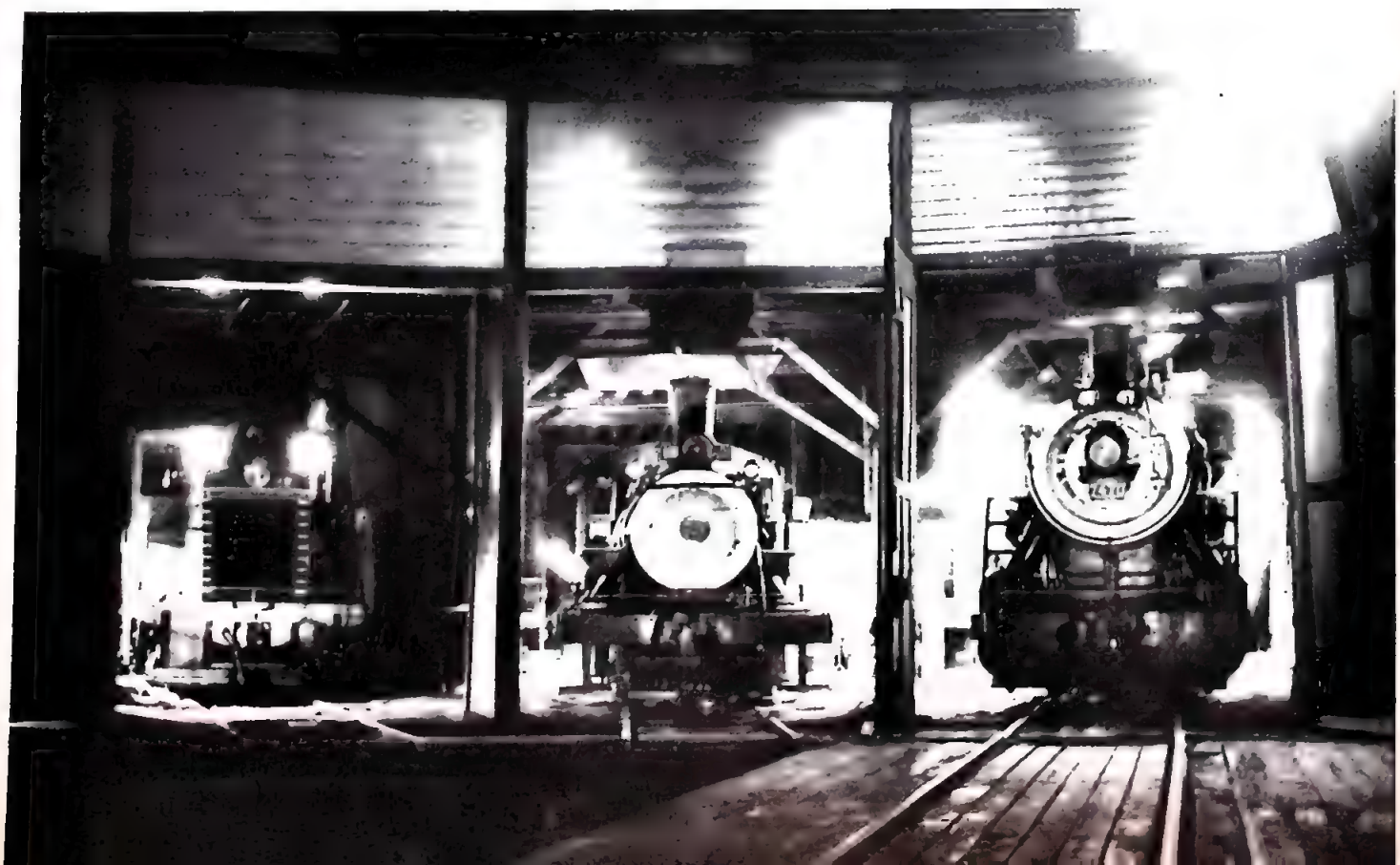
During the busy season, mid-June to late October, four eleven-mile, 55-minute round trips are scheduled each day. In addition, a "Sunset Special" departs at 7:00 p.m. several evenings during the week in July and August. The people riding the last trip of the day are invited to watch the reverse process of the morning routine when the locomotive is turned on the table and bedded down for the night.

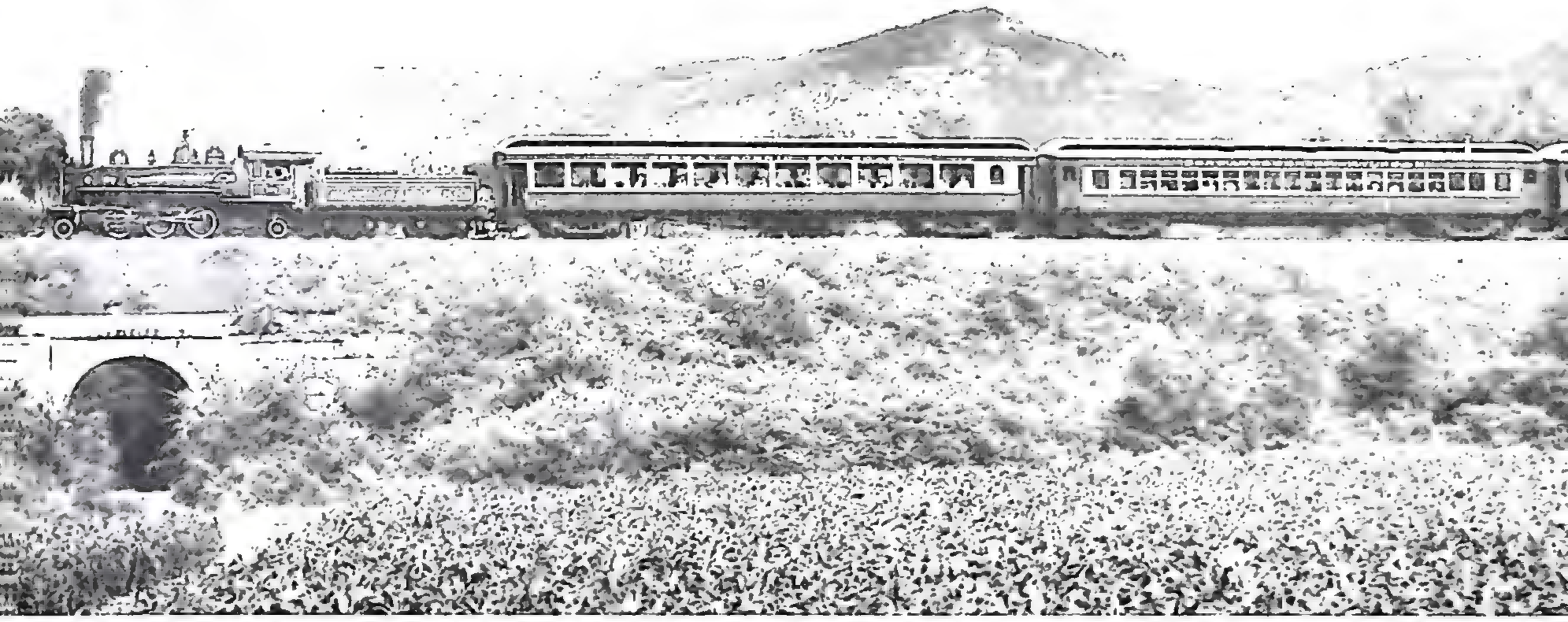
One of the highlights of the operating season at North Conway is the annual Railfan's Day held usually the third Saturday in September (September 17 this year). It is at this time many of the rare old pieces in the museum collection are put into service. In addition, freight trains and doubleheaded steam locomotives are featured. A special run is made over little-used trackage from North Conway to Intervale, where a connection is made with the former-P&O main line, now Maine Central's Mountain Subdivision. At the present this is the CSRR's only outside connection. A slide and movie program is presented in the Stall Four theater in the early evening with a night photo session following immediately to wrap up the full day of activities.

Although volunteers were vital in the formative years before 1974, all persons working for the CSRR since that year have been on the company payroll. In addition to Dwight, the CSRR employs two full time, year-'round employees. They serve in a variety of capacities from track, car and locomotive repairs to building maintenance. One of the full time employees serves as locomotive engineer in season. At the height of the operating schedule as many as twelve persons may be paid in any one day, but the railroad compensates as many as 35 people in one week. This is because many rail buffs travel sometimes great distances to work for the railroad on weekends or a couple days during the week to devote themselves to special CSRR projects. Unlike many tourist roads, the CSRR has been able to reward its faithful workers in a monetary fashion for completing tasks which many consider to be their hobby, because of its "for profit" status and having remained solidly in the black since its inception.

Another aspect which sets the CSRR apart from many tourist lines is that it operates like a real railroad. Locomotives are in constant radio contact with the base station at the North Conway depot. Train crews carry hand sets for ease of communication with engineer. All trains run by timetable and train orders. The CSRR has a rule book, as well as an employee's timetable. Prior to each operating season several safety and rules review meetings are scheduled for all operating employees.

A NIGHT in September 1980 finds the North Conway roundhouse occupied by 0-6-0 47 (with CNR 7470 number plate), ex-Reader 2-6-2 108 and former-MEC 44-tonner 15.





Marker lamps are carried at the rear of each train.

Many a Class I railroad would envy the condition of CSRR's right-of-way. Although the speed limit on the line is from 25 to 35 m.p.h., the roadbed could easily handle higher speeds. Using a Jackson yard tamper and a Fairmont ballast regulator, the CSRR does all its own track listing and realigning. About 400 crossties are replaced each year. New sidings are constructed by CSRR track crews. The right-of-way is sprayed for weeds each year, and brush cutting continues on a regular basis throughout the year.

Whether rail buff or not, one cannot come away from a visit to the CSRR without remarking about the neat, well-maintained property. In addition to a full time grounds keeper, the CSRR also employs a full time painter/letterer during the summer season. Coaches are swept and windows are washed on a daily basis.

As for the future of the Conway Scenic Railroad, the picture looks positively steamy. Besides being situated in some of New England's prettiest mountain scenery, numerous other tourist attractions within close proximity such as the Mount Washington Cog Railway, Story Land, Heritage New Hampshire, and the Skimobile all serve to compliment one another.

State funds are presently being used to rehabilitate a portion of the Conway branch south of the Ossipee gravel pit, but it remains uncertain as to whether

ized. There has not been much shipper interest in renewing a rail connection on the section of track between Ossipee and Conway.

A persistent dream of the Conway Scenic Railroad is to some day offer excursions through Crawford Notch on the Maine Central's rugged Mountain Subdivision. Timothy Mellon's plan of uniting MEC, B&M and D&H for a direct link to Buffalo, N.Y., from Maine may make the Mountain Sub a redundant piece of track. It remains interesting speculation as to whether this spectacular section of mountain railroading might be abandoned or sold. Whatever happens, it is safe to say that smoke plumes will continue to trail across the Mount Washington Valley for many years to come.

JIM SHAUGHNESSY

A GOLF CART CROSSING is a unique CSRR feature as 47 passes here in July 1977.

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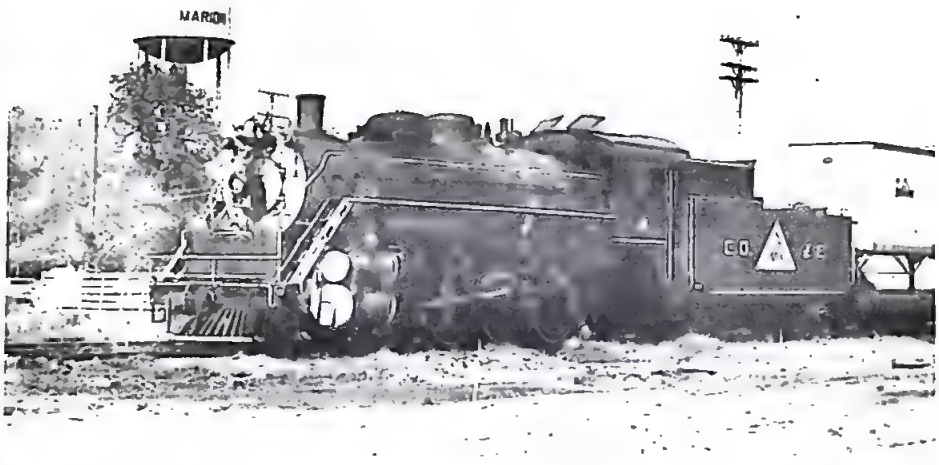

CRAB ORCHARD & EGYPTIAN 2-8-0 17 was the focal point of three segments of the Charles Kuralt radio series, and its whistle was used in many of the segments to add a steam-era flavor.

On the railroad with Charles Kuralt

It was a brief promotional announcement during a World Series ball game that first alerted me to an upcoming weekend of special railroad broadcasts on CBS radio by Charles Kuralt. Since my car radio seldom varies from New York's WCBS news radio station, I was ready when the weekend of November 20-21 came along. It was a busy weekend for me, however, and trying to catch each of the hourly four-minute segments was a frustrating task, but I managed to hear about two-thirds of them. Impressed by the quality and sensitivity of the writing, I really wanted to share this with other railfans—but what would CBS think?

Wes Vernon is a familiar name to anyone who listens to CBS Radio News, as he is one of their better-known Washington correspondents—and after many years of association with the Washington Chapter NRHS, I was also aware that Wes Vernon is an active railfan. I gave him a call and asked him to explore the possibilities of getting permission to reprint the Kuralt radio broadcast as a series of magazine articles. Not too long thereafter I got a very pleasant phone call from the CBS publicity department, and page 38 of this issue shows the results.

They couldn't supply me with a script of the program, but I was sent a cassette recording of the entire program. A few hours with Scotty Lengle's ghetto blaster in my office and I had the manuscripts for the first six segments ready to go. A chance comment by the L&N's Charlie Castner while we were talking other business tipped me off to Jerry Mart and Billy Byrd, and suddenly I was thinking in terms of using "real people" photos as well as just "typical" pictures to illustrate the articles. Then came a series of phone calls and some amazing responses. Pat Stafford at the BN not only got me photos of the first run of the *Oriental Limited* through Cascade Tunnel but happened to know Walt Grecula and came up with a picture of him. Becky Brewster of Van Horn, Texas, got busy with her Polaroid to get me photos of some of her folks. The Santa Fe produced Navajo track gang photos, and the UP sent some great shots of Bailey Yard. This was turning out to be time consuming but fun.

By far the best response, though, came from Jerry Mart, who is a friend of L&N engineer Billy Byrd and was with him on the Crab Orchard & Egyptian on the day CBS visited. Although Kuralt does develop much of his own material, this particular show was written by CBS News Producers Norman Morris and Peter Freudlich. Jerry penned the following, describing his encounter with the newsmen at Marion, Illinois:

"No. 17's whistle sounded through the distance with a somewhat different note, a distinct 'signature,' to it. I had been standing on a rise to the west of where Hugh Crane's storied 2-8-0 was hard at work switching grain hoppers at the east end of Marion. This switching involved pulling forward and frequently crossing a busy street, which in turn called for frequent use of the whistle. I'd been listening to the action for several minutes while waiting for the 17 to bring her train on up the hill past my location. This time, I could tell, Billy Byrd had his hand on the whistle cord. This isn't to take anything away from the people who run the 17 in the

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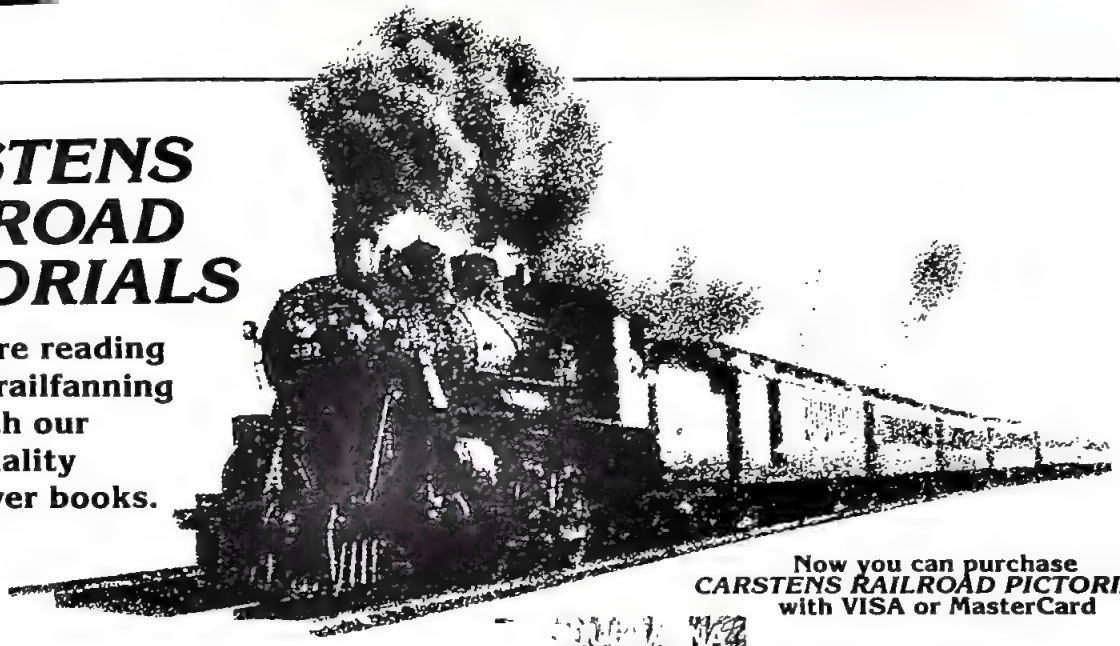

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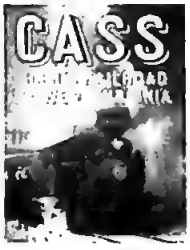

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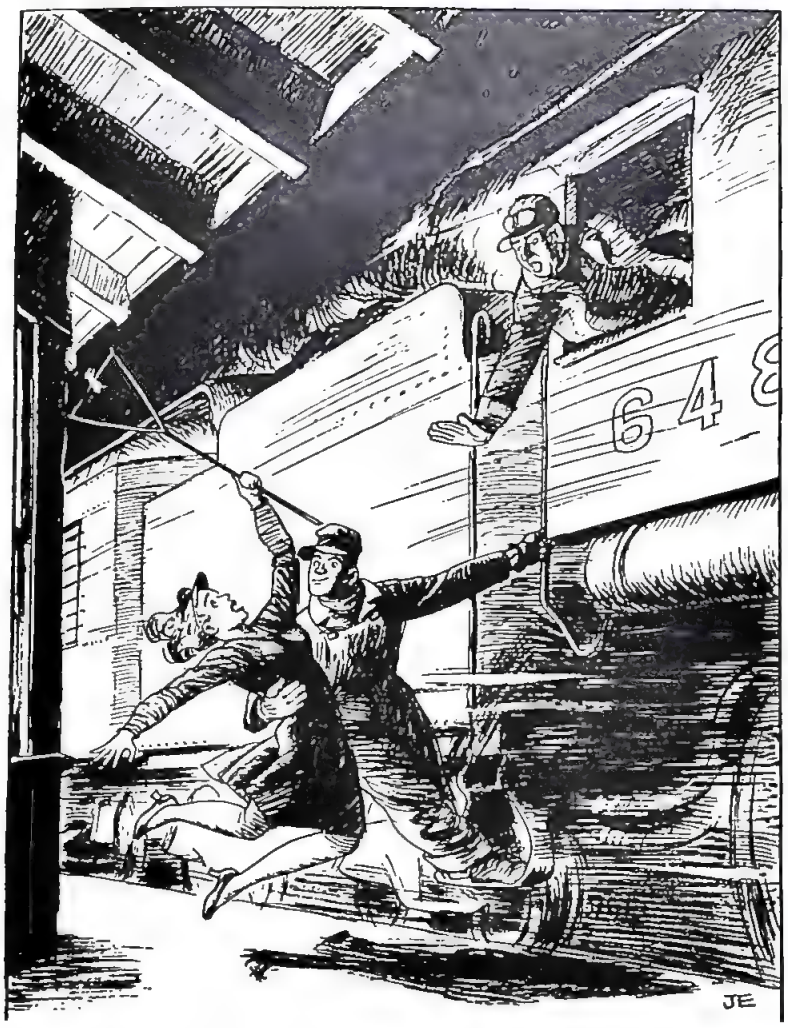


NOT ON THE WHEEL REPORT *JOE EASLEY*

No, no—just the train order—not the operator!!

workaday world of short line railroading—they get some nice sounds out of that whistle, too—but, when there's work to be done, there's really no time for frills.

"This day was special because CBS News was aboard, taping the sounds of the CO&E at work. L&N engineer Billy Byrd had come along not so much as a spokesman for the CO&E, but as a spokesman for the steam locomotive. If there is anything certain in an uncertain world, it's that Billy M. Byrd loves steam. Loves it so much, in fact, he purchased a steam tractor several years ago.

"Billy and his tractor stay busy heading up various parades around the country, working at the Kentucky-Tennessee Thresherman's annual show, etc. The tractor is fitted with an IC steamboat whistle, very similar to the one in use on CO&E 17. And so it was Billy found himself on the 2-8-0, making sounds for the tape recorder.

"Manning the recorder was CBS News Senior Producer Norman Morris. Norman did the leg work and the taping for the majority of the broadcast's 20 segments. If he wasn't a railfan before he started, he is now. Seeing Morris, the New Yorker, together with Billy Byrd, the Kentuckian, was worth the trip to Marion.

"I went along to observe, act as a guide around Marion, and to get a picture or two. Billy and I met Norman at the Marion airport (he had come in from New York via St. Louis), and everything started from there. We loaded the producer and his equipment in my Jeep and moved out for the CO&E. En route, Billy presented Norman with a Family Lines railroad cap, which brought a twinkle to the eye of the New Yorker. By the time we reached P&S Grain Co. and the 17, Mr. Morris was captivated by Billy's true tales of the rails, as spun from the back seat of the Jeep. Morris, who was riding shotgun, kept looking at me and saying, 'Man, this is good stuff.'

"Of course, Billy Byrd wasn't the only one Morris interviewed on the CO&E. The father-and-son team of Chuck Roehm, Sr., and Chuck Roehm, Jr., who appear in one of the later segments, were not with the CO&E when Chris D'Amato did his feature for the July '80 RAILFAN & RAILROAD. Chuck Sr. was running a printing business in Chicago at that time and was a CO&E stockholder.

TWO PHOTOS JOHN L. BIEHN

BILL PURDIE was honored at his retirement banquet in Atlanta on December 4. Left, son Donald Purdie presents his dad with a framed print of N&W J 611, Bill's last Birmingham rebuild. Above, Jim Bistline presents Bill and Sara with one of the many gifts from the railroad.

Chuck Jr. is a college graduate but finds running a steam locomotive a most attractive job. The two are good buddies, very close. Their favorite pastime is riding motorcycles, and have been known to chase a steam excursion or two on bikes.

"Norman Morris stayed aboard the 17 all during the switching at P&S Grain, which was a rather long process. At one point, the 17 bit into a long string of loaded hoppers and moved all of 'em—with considerable effort. The exhausts were very explosive and widely-spaced, and Morris got tape on all of it. As 17 struggled by my position, Billy Byrd was grinning with unabashed joy from the cab. Morris was all concentration, but he was smiling, too.

"A little later, I went west and waited for 17 on the hill. After shooting a picture, I went into Marion and waited for the train. When it got there, Morris swung down from the cab, very happy.

"We had lunch together, Billy, Norman and yours truly. Norman indicated that he had more than enough tape but wanted more. CO&E had planned a westbound TOFC movement that afternoon, so I took him to a good spot for taping. That segment was great. The 17 approached: working, barking, whistled for a crossing, etc. Just a few hundred yards from that point was the bottom of CO&E's steepest grade, 17 got down to business and Morris got a splendid recording of the whole show! A very small portion of this could be heard in the third Billy Byrd segment of the program."

We hope you enjoy the program on the printed page as much as we enjoyed hearing it and putting it together. And before anyone asks: No, I can't supply cassette tapes of the program. Sorry.

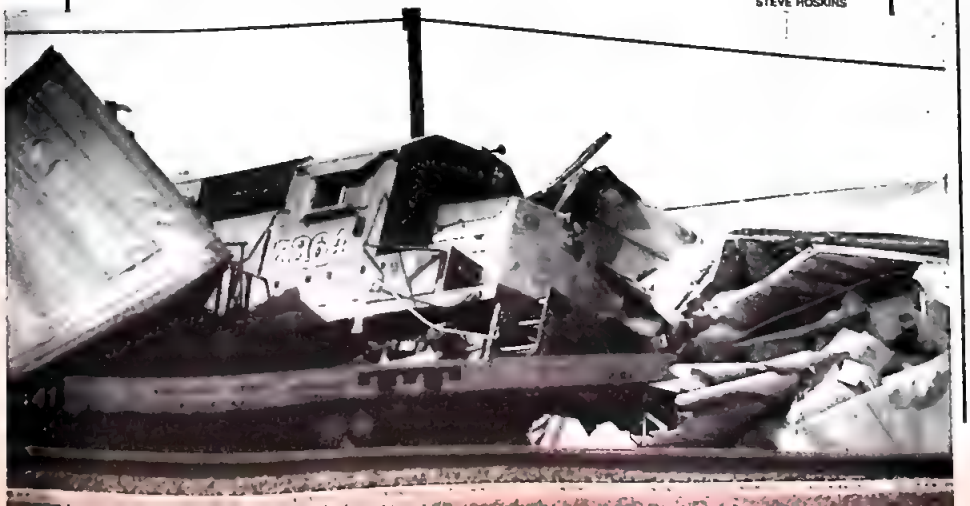
Bill Purdie's retirement dinner

As we reported in last issue's RAILNEWS, the Norfolk Southern Master Mechanic-Steam Power, Bill Purdie, retired at the end of the 1982 season by delivering Nickel Plate 2-8-4 765 back home to Bellevue, Ohio, on

About that diesel . . .

The question posed in Lowell Amrine's piece on page 32 of the May '82 issue regarding SP SD40E 7364 may have been asked just a wee bit too soon. The unit which accompanied *Daylight* 4-8-4 4449 into southern California back in 1981 suffered moderate damage in a collision/derailment at Montclair, Cal., about 40 miles east of L.A., on May 13, 1982, when it and four other units hit another train's rear end which was hanging out of a passing siding in dense fog. The current state of the economy and the SP's miles of stored motive power may just stall the 7364's return to service for quite some time. Some of the other units involved in this same accident were taken to Taylor Yard in Los Angeles and have been dismantled—STEVE HOSKINS.

STEVE HOSKINS



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November 20, 1982. The man who worked his way up through the Southern's Pegram Shop in Atlanta had gained much fame in the past decade as the mechanical wizard behind the Southern's steam program, keeping Graham Claytor and his successors supplied with the 4501, 750, 630, 722, 610, 2839, 2716 and 611—wheel arrangements ranging from a pair of modest 2-8-0s and a "ballerina" of a light 4-6-2 to a T&P 2-10-4, CPR Royal Hudson, a real basket case of a C&O 2-8-4 and the world's mightiest 4-8-4. He has put in 46 years of service—and a good many of them in substantially-more-than-eight-hour days.

Bill was formally honored at a banquet on Saturday, December 4, 1982, at the Ramada Airport Inn in his hometown of Atlanta, Georgia. There were about 170 people in attendance, and some of the notables included NRHS President V. Allen Vaughn and *Trains* Editor David P. Morgan—Morgan and Purdie have known each other since 1936! NS General Manager of Steam Operations Jim Bistline was the master of ceremonies, and there were a number of congratulatory speeches and telegrams and letters from well-wishers the world over. Gifts from the guests and the Southern Railway were numerous—including the intricately lettered window from his shop office door.

Bill and wife Sara thanked all and promised to continue following the steam runs to visit all of their friends across the system. In the immediate future, they want to do a bit of foreign travelling—and it's a good bet they'll find someplace with a bit of steam around.

The Canadian Railvan

As Steve Esposito and I arrived at Mechanicville Yard on the morning of September 30 during our "Guilford preview" trip (page 31), the first thing we spotted was a pair of railfans driving a van beautifully decorated in the old Canadian Pacific gray and maroon colors (see page 67). It was Gary Zuters and Dennis Round from Toronto, and the van was a 1973 Dodge Tradesman that Gary had equipped as a very efficient railfanning vehicle and mobile motel room. The front was equipped with scanners, maps and camera bags, and the back was an ample eating and sleeping area.

The paint job, though, is what made it outstanding. How about an informal contest? We'd like to see what other fans have done with vans, particularly in the area of railroad paint schemes. As a "prize," we'll run color photos of a few of the best examples. Send us a color slide and a description of your van, and, who knows, we might make you famous.

The Alco PA Society

From the response we've gotten since the photo of the decrepit D&H PA in Mexico was shown in the September '82 issue, it's doubtful that there is a more popular locomotive among American railfans. Of the four ex-D&H, nee-Santa Fe PAs that went to Mexico in 1978, only one, the 19, is reportedly still in operating condition. As the cry "Save a PA!" began to ring throughout the land, two groups have evolved that show promise, by working together, of being able to rescue at least one of the locomotives for future operation.

The two groups are the non-profit "Alco PA Society," of West Chicago, Illinois, and B&K Engineering, a for-profit locomotive business. While there may be other organizations that have not contacted us yet, the information we've gotten from these two indicates they are competent and legitimate.

Gary Baloun of B&K Engineering is owner of the ex-C&NW Alco RSD5 1689 (R&R May '82) that was used on the Chicago, Madison & Northern and is presently on the Central Wisconsin. He and his associates were successful in contacting the locomotive dealer who bought the PAs from the D&H and in turn leased them to Mexico. The Mexican lease on the PAs expires later in 1983, and the dealer is not interested in talking to *anyone* about the future of the PAs until his lease/sale agreement with Mexico has been completed, as the poor condition of three of the units will make the matter quite complex.

However, once the status of the lease/purchase is resolved, B&K is in a position to both purchase and transport at least one PA—hopefully the intact 19—and make it available for future excursion operation, probably in Santa Fe livery. B&K is working with the non-profit PA Society to try to coordinate the PA acquisition efforts. The non-profit society cannot contribute funds to the for-profit B&K business, but it can act as a potential lessee or operator of the unit. The PA Society can also act as a focus for *all* efforts to preserve the PAs.

You can write the Alco PA Society at P.O. Box 168, West Chicago, IL 60185. There are two classes of membership: A Contributing Membership is $5 initially and $10 annually, while Associate Membership is $3 annually. They publish a quarterly newsletter, a swap list and membership list and will hold an annual General Meeting. We would recommend

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SUNDAY, April 10, 1983: Buckeye Railroadiana Show & Sale. Ohio State Fairgrounds, Rhodes Center, Columbus, Ohio. Over 150 tables of railroad artifacts for sale. Come to the heart of Ohio for the best in Railroadiana from the top collectors and dealers in the U.S. Information LSSAE, Miller, 3106 N. Rochester Street, Arlington, Virginia 22213. 583

ORIENTAL ECLIPSE EXPRESS, Malaysia - Java. Three week first class tour will depart 19 May 1983 visiting Thailand, Malaysia, Singapore, Java, and Bali. Jambu-Bedono cog rail line and Ambarawa rail museum excursions. View the 11 June 1983 solar eclipse. $3995 round trip San Francisco. Voyages of Discovery, 737 Pearl Street, Suite 210, La Jolla, CA 92037. 619/459-7250. 583

AUGUST 28, 1983: Western New York Railway Historical Society presents Third Annual Buffalo Train Show, Buffalo Convention Center, railroadiana scale, tinplate, 200 tables, LSSAE to: Train Show, Box 416, Buffalo, NY 14221. 983

PARSIPPANY, New Jersey, Sunday, Sept. 11th, 1983, 4th annual Garden State Railroadiana Show. Thousands of Railroad collectibles. Holiday Inn of Parsippany, Route 46 east. Map, flyer or dealer information, 35 Nordhoff Place, Englewood, NJ 07631. 983

GREENBERG'S GREAT TRAIN, DOLLHOUSE & TOY SHOWS. Enormous selection of all train gauges for sale, huge operating displays, railroadiana, dollhouse miniatures, railroad movies. Greater Pittsburgh Expo Mart: July 23-24, Monroeville Mall, Monroeville, Exit 6, PA Turnpike. Baltimore Convention Center: July 30-31, Sharp & Pratt Streets near Harbor Place. Philadelphia Civic Center: August 6-7, South Street exit, Schuylkill Expressway. All Show hours 11-5, admission $3.50 daily; children under 12 free with adult. Tables $35.00. Dealer information 301-995-1517 (9-6 daily except Tues & Sun). General information: Greenberg Publishing Co., Sykesville, MD 21784. 301-795-7447. 583

SATURDAY, May 21, 1983, third annual Railfan Day at Arcade & Attica Railroad, Arcade, New York, sponsored by Western New York Railway Historical Society, special train powered by 4-6-0 #14 will make 30 mile round-trip covering freight-only trackage including former Buffalo & Susquehanna Railroad, photo runs, shop tour, for ticket and motel information send LSSAE to: A&A Trip, Box 416, Buffalo, NY 14221. 716-691-3585, 836-6636, 693-8512. 983

RAILFAN'S DAY '83 at Huckleberry Railroad and Crossroads Village in Flint, Michigan, August 13-14. Shop tours, photo runs and special railfan activities at Michigan's only authentic operating steam-powered, narrow-gauge railroad. Trains run over a section of Flint and Pere Marquette roadbed through 10 miles of the scenic Genesee Recreation Area. For more information, write: Railfan's Day '83, Genesee County Parks and Recreation Commission, G-5055 Branch Road, Flint, MI 48506. Phone 313-736-7100. 783

SUNDAY, May 1, 1983: 2nd Annual Lone Star Railroadiana Sale. Will Rogers Memorial Center, Fort Worth, Texas. Largest railroad memorabilia show in the Southwest. Over 150 tables of Railroad Artifacts for sale. Information LSSAE, Miller, 3106 N. Rochester Street, Arlington, Virginia 22213. 583

BOOKS & PUBLICATIONS

MAGAZINES, TRAIN CATALOGS; 1916-1980: RMC, Railroad, Railfan, Trains, MRR, Model Builder, Railway Gazette; RLHS bulletins; Pennsylvania calendars; Railroad Cyclopedias 1879-1961. Others. Specify. 80¢ SSAE to: Ben Smith, 861 Ronnie, Philadelphia, PA 19128. 783

OLDER RAILROAD and trolley timetables, folders, annual reports, passes, route timetables, magazines, trolley transfers, misc. paper. List, 37¢ stamps to: Meyer, 128 Corner St., Watertown, WI 53094. 583

MAGAZINES, books; U.P. reprint $14.95. SSAE to: Skokut, PO Box 1345, Glendora, CA 91740. 583

BACK ISSUES — *Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman*, others. SSAE for list. Alker, Mayflower Ct., Martinsville, NJ 08836. TF

RAILROAD nostalgia magazines, books, photos. 36 pages list $1.00. Lee Clough, 5001 Winnequah Road, Monona, WI 53716. 583

THANKS, RAILFANS: *The Railroad Monitoring Guide* has become your standard portable radio reference. Expanded introduction explains scanning. Indispensable, inexpensive, postpaid return mail. $5.95 to: Dr. Pat Scott, 310 Greencrest, Athens, GA 30605. 983

UPDATE TO OKLAHOMA Iron-Horse Watching: A Guide, 25¢ and SSAE. Guide still available $4.85. Darrel Drumm, Rt. 1, Box 2, Bunch, OK 74931. 583

LARGE selection of old railroad books including some rare autographed and first editions. Many back issues; Trains to 1950, Railroad to 1938, Offical Guides to 1947. SSAE to: Tom Bjorkman, 128 Lake Drive East, Wayne, NJ 07470.583

SENTIMENTAL JOURNAL: *History of Virginia Blue Ridge Railway*, 90 pages 8½ x 11 book, many photos, color cover, $5 postpaid from Carl Lathrop, 108 Garfield, Madison, NJ 07940. 783

RECEIVE Air Horn and Steam Whistle enthusiast organization's bi-monthly publication *Horn & Whistle*, $10/year. Money back if not satisfied with first issue received. 140-A, Forest Avenue, Glen Ridge, NJ 07028. 583

RAILROAD BOOKS at low prices. Send LSSAE for list. Railroad Equipment, Dept. R, 725 Fullerton Drive, Turlock, CA 95380. 583

DELAWARE VALLEY RAILS, the complete railroad and rail transit guide to the Philadelphia region, $11.50 (Pennsylvanians add 69¢ tax). $12.50 outside U.S. John R. Pawson, Box 411, Willow Grove, PA 19090 983

COLORADO TROLLEYS . . . 12 Colorado cities had street railways. This 60 page book with 90 photos presents a mini-history of all those systems, $3.95 (including shipping). Little London Press, 716 East Washington, Colorado Springs, CO 80907. 583

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BEARCAT AND REGENCY scanners available at discount prices. Send for free price list of scanner, crystals & accessories. Scanner World, USA, 10 New Scotland Ave., Albany, NY 12208 (518) 436-9606. 783

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AMTRAK'S WASHINGTON-NEW YORK Corridor (Maryland Historical Press), 1977. 49 page photo history. $2.60 wholesale, $4.35 retail. Send inquiries to: Earl P. Williams, Jr., 1241 Shepherd St., N.W., Washington, D.C. 20011. 583

PERSONAL COLLECTION SALE. Send SSAE for list. Timetables, books, maps, magazines, guides. Ken Bordelon, PO Box 3273, Hueytown, AL 35023 583

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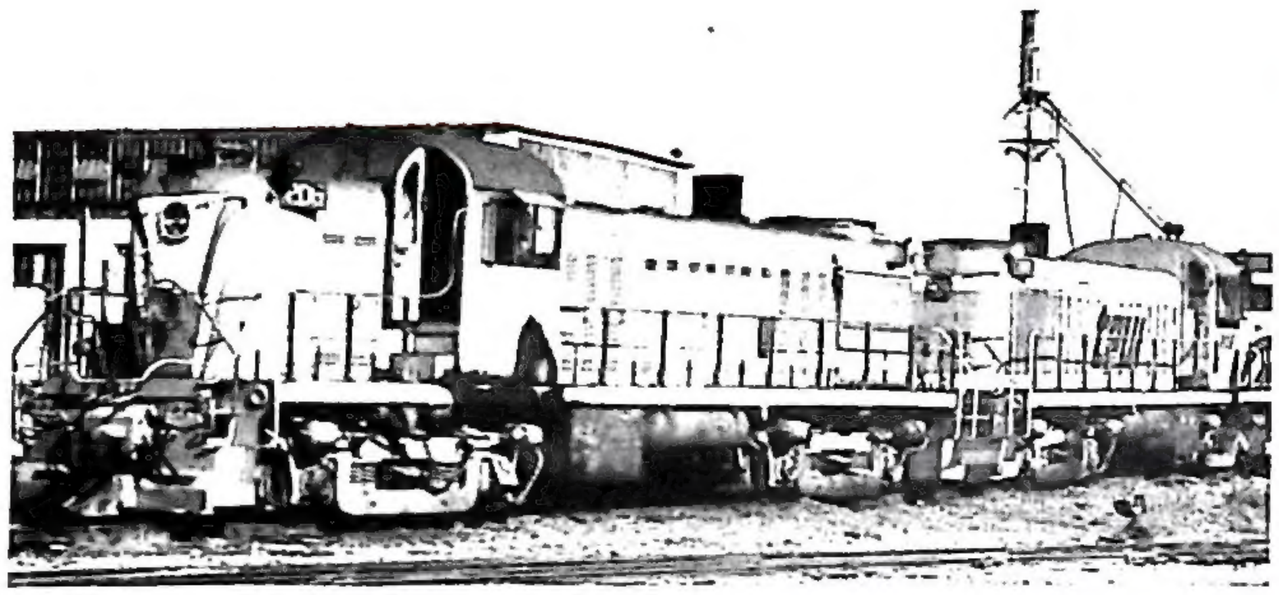

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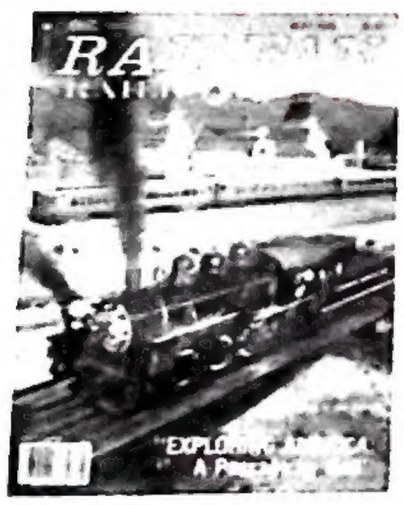

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Jim

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KODACHROME RON JOHNSON

THE NUMBERS MATCH as the first unit in the new Guilford Transportation colors posed beside Maine Central's last steam locomotive outside the Waterville, Maine, shop on December 31, 1982. The new 470 is Waterville Shop's latest Geep rebuild, formerly MEC GP7 564. It was rolled into the daylight for the first time on December 30 (right). By mid-February, boiler Geep 573 (see page 33), needed for a publicity train, had shed its restored historic maroon and gold for the new colors, and ex-RI U25B 225 had been repainted for *East Wind* piggyback train (page 27) inaugural run.

KODACHROME JERRY ANGIER

KODACHROME DWIGHT SMITH

KODACHROME GARY R ZUTERS

"CANADIAN RAILVAN" is the name applied to Gary Zuters' 1973 Dodge Tradesman in classic CPR livery (see MARKERS).

CONWAY SCENIC RAILROAD operates ex-Portland Terminal Alco S4 1055 lettered for CSRR but in beautifully restored PT colors, as shown in July 1982. The handsome B&M F7 4266, here in October 1982, is an impressive static display.

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CORINTH & COUNCE SW900 901 shows the railroad's yellow and blue colors as it works the yard at Counce. The SW1001s are similarly adorned.

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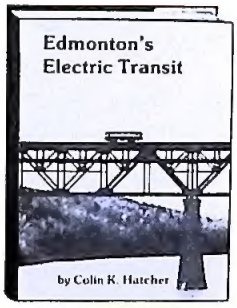

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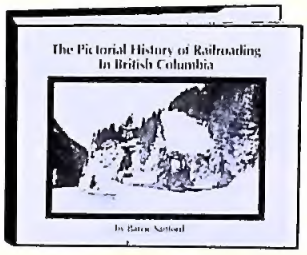

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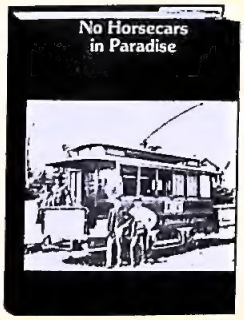

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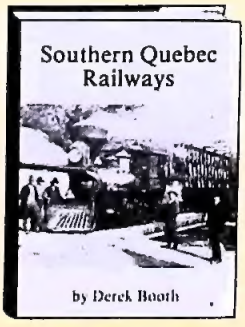

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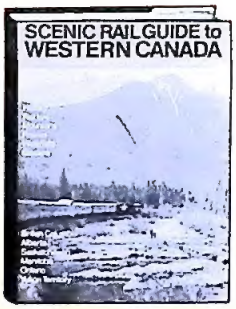

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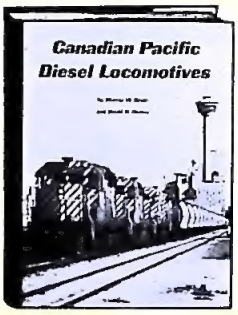

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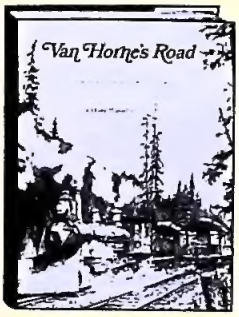

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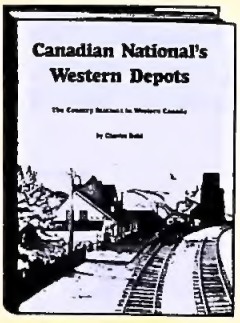

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